The SIGNALMAN'S JOURNAL

APRIL • • • • 1931

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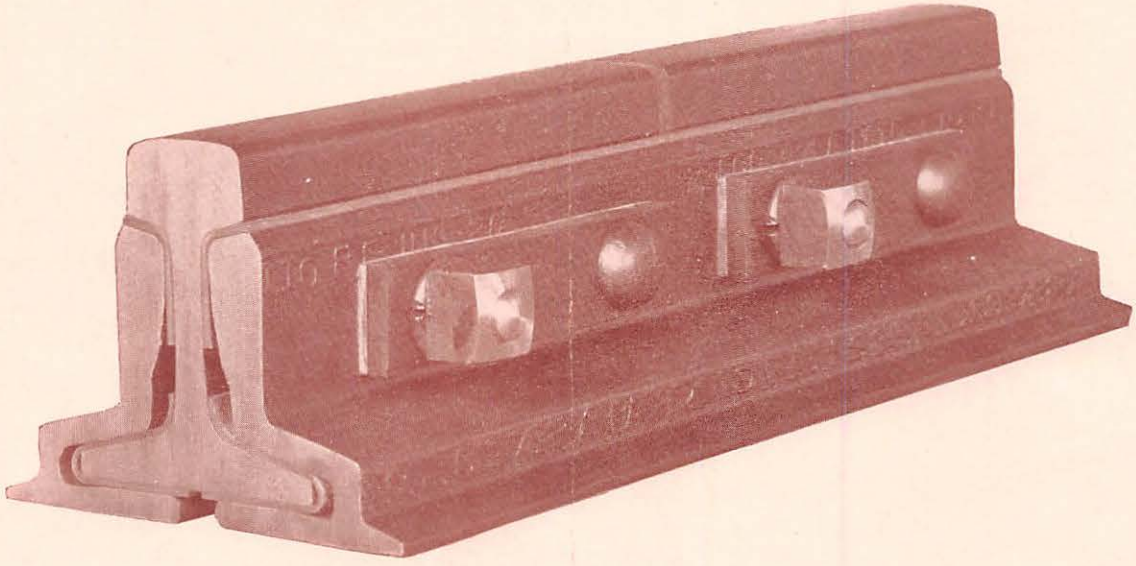

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Primary Battery Division

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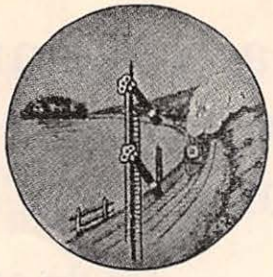
Volume XII



Number 4

The SIGNALMAN'S JOURNAL

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D. W. Helt, Editor and Manager

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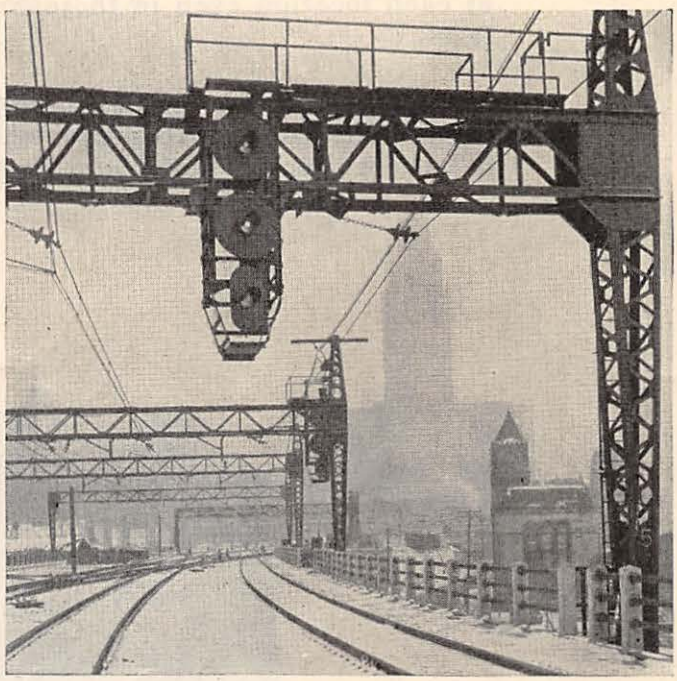

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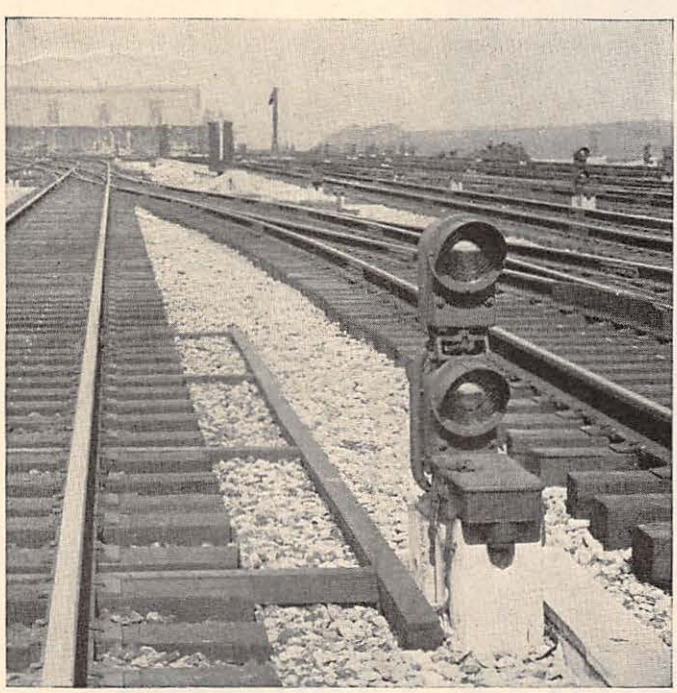

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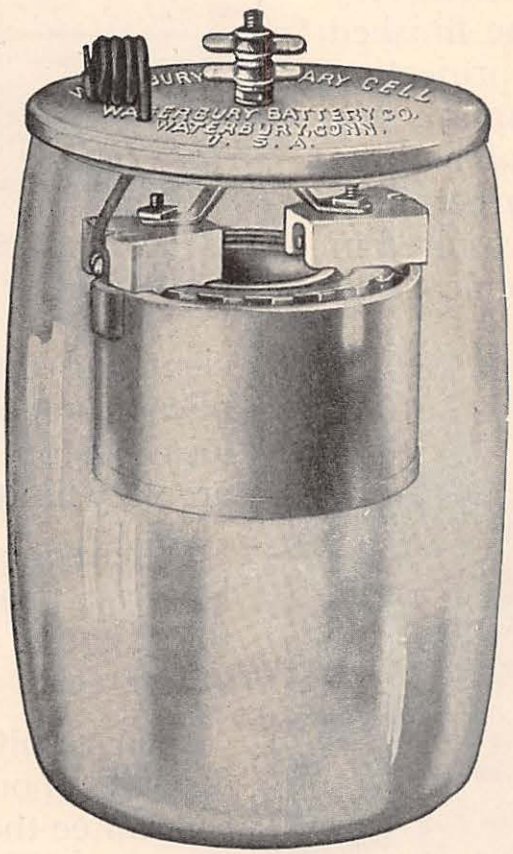

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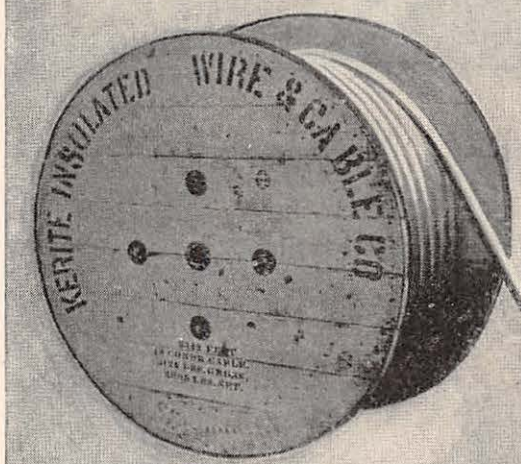

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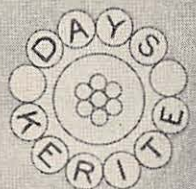


The
Signalman's Journal
Official Publication of the Brotherhood of Railroad Signalmen of America

Vol. XII, No. 4 April, 1931

A Study of Resistance

Third of a Series Dealing with Direct Current Resistance Measurements and Calculations

By Carl T. Smith

THE past discussions concerning the decimal system and common fractions probably created within many a strong desire to brush up and review their arithmetic. The benefit received thus far is probably already apparent in various quarters after it was disclosed how simple arithmetic can be made if one desires to apply it when the opportunity presents.

The machine age is forcing nearly every one, more especially perhaps those connected with signal or electrical work, to become semi-technical in language, plans, problems and execution of work. Those who cannot comprehend and learn the laws governing the transmission of electrical energy are laboring against odds.

The ability to calculate with figures is a decided necessity and one who can do so has the advantage in responding efficiently to the complex problems daily presenting themselves for adjustment. It is needless to mention, perhaps, during the preceding seven years everybody connected with signaling has been deluged with new ideas formulated by high class engineers while we were sleeping—not particularly on our jobs, but during one's natural rest period. The demands of transportation in all classes have resulted in speed, and then more speed, reacting naturally in such a manner as to make imperative automatic devices that respond to a predetermined plan many times faster than a human being can, either mentally or physically, and safer.

Promotion, so much sought but really conferred upon few when we consider those who never move ahead, is dependent upon several factors, chief among these outstanding ability to absorb, an endless desire to obtain knowledge concerning whatever business in which one is engaged, and a display of executive ability that a superior officer can count on for the future to replace those who pass on.

It goes without comment that in nearly all cases of advancement to higher positions, one must be a real leader of men to obtain the best results. This is perhaps the hardest quality to find in a combination of requisites for positions of leadership. Six months or a year from now, some of you will have new positions, signalmen, foremen, inspectors, etc., all of which can probably be traced directly to a desire for betterment by the application of natural talents coupled with concentration and spare time study. Positions of responsibility and trust can only be filled by those who have devoted long hours to hard physical and mental labor. These positions of trust will be awarded each man who has been far-sighted enough to look ahead and prepare for that moment. The relaxation of any of your abilities will allow the loose ends to continually bother and if not under control all of the time the new job will not mean much to you and sooner or later we all know what happens, someone else steps in. "To foresee is to rule" and we must all admit the wisdom of the words of the Little French General. The law of limitations will always apply to individuals, and it is said that it is a person of good judgment who knows his limitations; however few of us really know our limitations and therefore make continual progress. Viewing this statement from any angle one desires, is it not a fact that improvement can always be made on yesterday's accomplishments?

In this installment we will take up some of the high points of ratio and proportion. This section of arithmetic applies to much in the field of electrical calculations and a thorough study will provide added strength to the partial foundation already acquired.

The principles of ratio are simple to master and very useful. To illustrate this statement, consider the speed of two trains, A and B. The former travels at the rate of one hundred miles in two hours and ten minutes. The latter travels at the rate of one hundred and fifty miles in three hours and five minutes. To form an opinion at once as to the relative speeds of the two trains is awkward, but if we say train A travels at the rate of fifty miles per hour and train B travels at the rate of seventy-five miles per hour, the relation is at once established in the form of a simple ratio. $\frac{75}{50} = \frac{3}{2}$ or written 75:50, meaning that train B will travel three miles while train A is traveling two miles. It is, of course, proper to also state the couplet as an inverse ratio, 50:75, or $\frac{50}{75} = \frac{2}{3}$. This ratio discloses that train A will travel two-thirds of one mile while train B travels one mile.

We must remember that two numbers being thus compared must be units of the same denomination. If one number is given in feet the other must also be stated in feet. The same thing, of course, applies to inches, yards, gallons, pounds, etc. A ratio, therefore, is a comparison of two numbers. The terms of a ratio, such as 15 : 2, or $\frac{15}{2}$, when considered together are called a couplet, and when considering the numbers separately reading from left to right the first

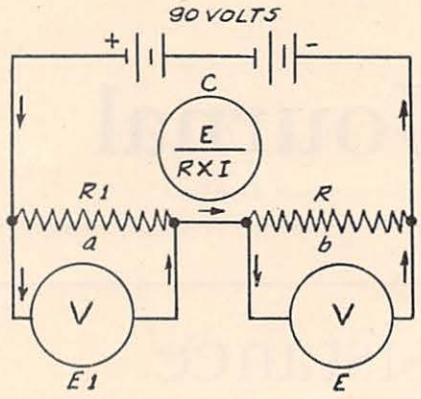


FIGURE 1

term 15 is called the antecedent and the second term 2 is called the consequent. When a ratio involves one term of each it is called a simple ratio.

15 : 2 is a simple ratio. A direct ratio is also 15 : 2; if this couplet is changed so that it reads 2 : 15, afterwards it will be termed an inversed ratio.

The law of fractions governs in ratio and proportion. For illustration, again consider 24 feet is to 72 feet. This will appear $\frac{24}{72}$ and when reduced to its lowest terms this fraction will appear $\frac{1}{3}$, a direct ratio, and the inverse of this will read $\frac{72}{24}$ or 3. After summing up the entire subject of ratio it quickly condenses to a comparison of two numbers, the law of fractions governing operations with the two numbers being compared of the same denomination. Other than the foregoing there does not appear to be very much to be disturbed over in acquiring the principles of ratio.

The elements of proportion consist of two simple ratios of the same value, connected by an equality sign (=) or by a double colon (::). To illustrate a simple problem: If eight men can dig a trench for Parkway cable in four days, how long will it require sixteen men to perform the same piece of work? Here sixteen men are being compared with eight men, therefore the ratio is $\frac{16}{8} = \frac{2}{1}$, so of course the work will be completed just twice as fast. To arrange this problem in accordance with the principle, it will appear thus: 16 men is to 8 men :: 4 days is to X days. $\frac{4 \times 8}{16} = 2$ days.

The first term, 16, is called an extreme and so is the fourth term, 2, while the second term, 8, and the third term, 4, are called the means. Now it follows that the product of the extremes divided by either mean will result in the proper answer. Again, the product of the means divided by either extreme will likewise result in the proper solution. A few problems will serve to demonstrate the application of simple proportion.

See Figure 1. A resistance of 100 ohms is connected in series with a resistance of unknown value. The voltage across the unknown resistance (a) is 50 volts and the voltage across the known resistance (b) is 40 volts. What is the value of the unknown resistance?

Arranging in regular form this problem will appear: 40 volts is to 50 volts :: 100 ohms is to X ohms. $\frac{50 \times 100}{40} = 125$ ohms, the answer.

It is obvious that one can secure various values with little to work from. For instance, the total voltage is 40 plus 50, or 90 volts. Total resistance is 225 ohms. $\frac{E}{R} = I$. $\frac{90}{225} = 0.4$ amperes flowing in circuit. Power consumed: E x I = Watts, 90 volts x 0.4 amperes = 36 watts. $\frac{36}{746}$ or .0482 E.H.P.(electrical horse power.)

Another example: A signal construction camp car outfit has provisions and supplies sufficient to last fifteen days. Unexpectedly the cook is faced with the problem of determining just how long these supplies will last if fifteen additional men have to draw upon them. 60 men plus 15 men is to 60 men :: 15 days is to X days. 75 : 60 :: 15 : X = $\frac{60 \times 15}{75}$ = 12 days, the answer.

See Figure No. 2, illustrating a method of determining resistance of ground. Resistance of voltmeter (a) 600 ohms. Voltmeter reading (b) to ground equals 4 volts. Impressed E. M. F. is 10 volts. What is the resistance of ground (c)?

Solution: 600 : X :: 4 : (10 — 4) = $\frac{600 \times 6}{4}$ = 900 ohms, the answer. This 900 ohms represents the value of ground (c). The foregoing must bring out the importance of ratio and proportion to all electrical men.

In the preceding problems used to illustrate Ohm's Law it has been demonstrated throughout that the electromotive force distributes itself in any electrical circuit in accordance with the resistance offered to oppose the voltage when the circuit is closed. For the benefit of all concerned two very important laws will be now offered for consideration. These two laws, known as Kirchoff's first and second laws should be remembered.

First Law: If in any circuit a number of currents meet at a point the sum of those flowing towards that point is equal to the sum of those flowing away from it.

Second Law: In any closed circuit the algebraic sum of the product formed by multiplying the resistance of each part by the current passing through it is equal to the sum of the electromotive forces in the circuit.

By means of these laws the current in any part of an intricate system of conductors can be found if the resistance of the different parts and electromotive force are given.

The following statements are known as the "Laws

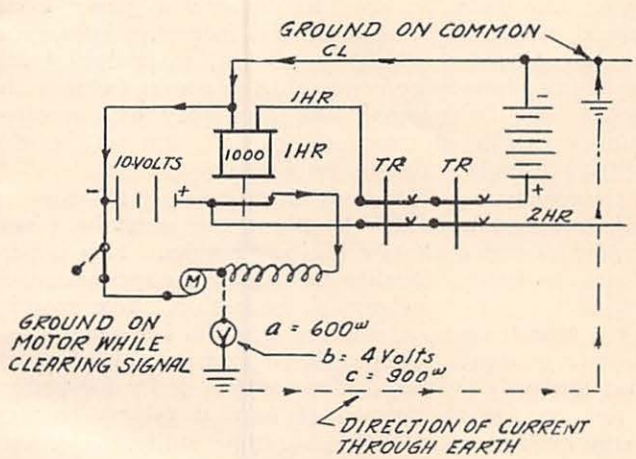


FIGURE 2

of Resistance." If the length and cross sectional area and resistivity of a conductor are known its resistance can be calculated by the formula: $R = \frac{rL}{a}$, where R equals resistance, r equals resistivity, L equals length and a equals sectional area. To demonstrate this formula a problem will be solved. In order that a clear understanding be had it will be necessary to define the "mil-foot." This is the unit of resistance and is calculated from a piece of copper wire one foot long, .001 in diameter, with a resistance of 10.8 ohms at 20 degrees C or 68 degrees F.

Example: What is the resistance of 1,700 feet of No. 6 copper wire? Solution: The circular mil area of No. 6 wire is 26,300. Substituting numerical values for symbols in the formula, we have $\frac{10.8 \times 1700'}{26,300} =$ .698 ohms.

The foregoing problem clearly illustrates the importance of the formula $R = \frac{rL}{a}$ and so it follows that the resistance of any material changes in accordance with these laws. First, directly with length. Second, inversely with sectional area, that is, directly with the reciprocal of the sectional area. Third, with temperature though not in direct proportion.

Example: Doubling the length without changing the sectional area or temperature doubles the resistance. Doubling the sectional area without changing the length or temperature halves the resistance. Changing the temperature generally changes the resistance. In a previous article one of several formulas for determining correction for temperature changes was given. A wire which is three sizes larger than another wire has one-half the resistance, twice the weight and twice the area. An illustration: A wire which is ten sizes larger than another wire has one-tenth the resistance, ten times the weight, and ten times the area.

NEW INTERLOCKING AT BOSTON

The Boston & Maine railroad plans to construct a complete new interlocking plant at the North Station in Boston, replacing two plants now operated at that point. The new machine will have more than 200 working levers operating about 325 functions. The U. S. & S. company's electro-pneumatic type of interlocking will be used. The material ordered for the work is said to include 160 electro-pneumatic switch and lock movements and 165 searchlight signals.

RAILROAD PAYROLLS GREATLY REDUCED

Railroad employes suffered a loss of $313,000,000 in wages and salaries during 1930. The total payroll for the year was $2,627,000,000, as compared with $2,940,000,000 in 1929, a decrease of 10.3%. But in face of this huge cut in the workers' wages and in spite of a considerable drop in net earnings, railroad stockholders have been so well protected by reserves that complete figures for interest and dividend payments (not yet available) are expected to show an actual increase during the year.

Net earnings of 171 Class I railroads in 1930 totaled $885,011,000, according to the Bureau of Railway Economics. This represents a reduction of 30.5% below $1,274,605,000 reported for 1929, which was a record year for profits. The decrease was attributed primarily to the "drop in traffic caused by business conditions that have existed during the past twelve months."

Gross revenue in 1930 totaled $5,342,957,000, against $6,360,303,000 in 1929, a decrease of 16%. Operating expenses were cut 12.8% in 1930.

"Passenger traffic in 1930 was the smallest for any year since 1906," the Bureau reports. "Passenger revenues in 1930 amounted to $729,635,768, which was a decrease of 16.5% compared with 1929.

"Class I railroads in 1930 paid $353,685,697 in taxes, a decrease of $49,257,488, or 12.2% under the total tax bill of 1929."

LOOKS FOR LONGER TRAINS

Still longer trains traveling on heavier rails are reported in store for the railroads by Pres. Paul Shoup of the Southern Pacific in a recent speech at San Francisco. Shorter hauls, he said, would coordinate with motor traffic, and he predicted an extension of railroad activities in motor bus, truck and airplane service. Shoup declared that the public may eventually demand that commercial transportation use private rights of way as the railroads do.

INJURED RAILROADER UPHELD

A railroad worker who disobeys the rules of the company at the order of his foreman cannot be accused of negligence if he is injured. This principle seems to have been established in the recent decision of the Supreme Court upholding the lower courts in an award of $18,000 to Joseph Kamer, an employe of the Missouri, Kansas & Texas.

Kamer was working in the St. Louis yards of the company as an air brake inspector and doing light repair work, and was injured while standing between cars to examine a defective knuckle. He did not put out the blue light, according to company rule, because the foreman told him this would waste time and he would see that he was protected. When Kamer was injured and sued for damages the company claimed that he was injured through his own negligence in disobeying the rules.

PRIVATE CARS MUST PAY ON FOREIGN LINES

The practice once indulged in by railroad officials and their families of traveling free on other railroads' lines was halted for good recently by a Supreme court decision, supporting a ruling of the interstate commerce commission that railroads shall not transport private cars belonging to another system except upon payment of the published tariff rates. The majority affirmed a decision of the district court of the western district of Kentucky. The lower court had dismissed a petition of the Louisville and Nashville, Illinois Central, Baltimore and Ohio, and other railroads asking that the commerce commission's orders in 1929 abolishing the free hauling practice be set aside.

If you should begin to lose interest in the activities of your union, just stop to think where you would be if your union had never come into existence.

To belong to a union and never attend a meeting is like owning an interest in a business but never going near it to see if it is run right.

A Hundredth of a Millionth of a Billionth of an Ampere

A Vacuum Tube for the Measurement of Small Currents, and What It Will Mean in Astronomy and Laboratories

News Bureau General Electric Company

A HUNDREDTH of a millionth of a billionth of an ampere can be measured by means of a new type of vacuum tube developed by the General Electric Company. The electron flow is such that a current expressed as 0.00000000000000001 (or 10-17) ampere, compares with the electron flow through the usual 50-watt incandescent lamp as do two drops of water with the enormous volume of water spilled over Niagara Falls in a year. Something like three quintillion electrons per second (3,000,000,000,000,000,000) flow through the ordinary 50-watt incandescent lamp; the new vacuum tube is able to measure accurately a flow of about 63 electrons per second.

The new four-element tube is so sensitive to infinitesimal flow of current that astronomers can use it with photoelectric tubes in determining the amount of heat radiated by stars countless miles away—bodies so far away in space that, in spite of their enormous size, they remain simply as points of light, however powerful the telescope through which they are viewed. The current is measured in fractions of quadrillionths of an ampere—the stellar distances in multiples of quadrillions of miles.

In the measurement of small currents the new tube will, to a great extent, replace electrometers which are now used. The tube has the advantages of greater sensitivity and much greater ease of mounting.

One of the major applications will be in the laboratory measurement of current in ionization chambers which are used to indicate the intensities of x-ray and ultraviolet light beams. It is usually desirable to have this ionization chamber movable. The ordinary electrometer, however, must be rigidly fixed in position. To connect the ionization chamber and the electrometer presents something of a problem since the insulation resistance of the connecting wire must be extremely high and the capacity very low. The low grid current tube may be mounted directly on the ionization chamber, and flexible leads run from it to the indicating galvanometer, greatly simplifying the measurement work.

Another important application of the tube will be in the photoelectric measurement of stellar intensities. At the Washburn Observatory in Madison, Wis., work is now being done on apparatus for the giant reflecting telescope for California, the 200-inch fused quartz mirror for which is now being constructed at the Thomson Research Laboratory of the General Electric Company at Lynn, Mass. Professor Joe Stebbins, director of the Washburn Observatory, is using two of the low grid current tubes in connection with a quartz photoelectric tube to indicate the position, intensity and spectrum of even very faint stars. It is possible, according to Professor Stebbins, to make nearly all astronomical observations photoelectrically rather than visually or photographically as has been done in the past, with decided advantages in rapidity and sensitivity. The low grid current tube improves the photoelectric method considerably since the tube replaces a special type of electrometer designed to be mounted on the end of the telescope and moved about with it. This special requirement results in an electrometer of low sensitivity. Using the low grid current tube, the galvanometer may be mounted permanently on a bench and the tube placed with a photoelectric tube at the end of the telescope.

Construction of the Tube

The tube is one in which the grid current is reduced to a very low value. The grid of a tube is usually thought of as taking no current, but in the ordinary types of tubes there is a flow of up to a millionth of an ampere to the grid. To determine what means could be adopted to decrease this current flow, an analysis of the sources was made by the engineers of the vacuum tube engineering department of the General Electric Company. They found seven factors contributing to this grid current flow:

(1) Electrons from the filament.

(2) Positive ions formed by collision between the electrons constituting the plate current and the gas molecules in the space.

(3) Electrons emitted by the grid because of its temperature.

(4) Leakage.

(5) Positive ions emitted by the filament.

(6) Electrons emitted from the grid under the influence of light from the filament (Photoelectric effect).

(7) Electrons emitted from the grid under the influence of the soft x-rays given off by the plate because of its bombardment by the plate current.

Each of these seven factors was investigated in turn, and the means for reducing each was found and applied. The first source, electrons from the filament, was eliminated by operating the grid with a negative bias exceeding three volts.

Partial success in eliminating the current resulting from positive ions formed from the gas in the tube was attained by very thoroughly exhausting the tube. Further reduction was attained by operating the tube with all voltages below the ionization potentials of any gases present.

By the use of low-powered filaments, the thermal electron emission from the grid was eliminated.

Leakage, a source of considerable currents, was reduced greatly by mounting the grid on quartz beads, shielded by a skirt of glass to prevent surface contamination.

The positive ions reaching the control grid from the heated filament were eliminated by placing a fourth element, a space-charge grid operated at positive potential, between the filament and the control grid.

The photoelectric emission of electrons was reduced by using a thoriated tungsten filament operated at low temperature.

An x-ray tube has an anode bombarded by electrons at high voltage; a vacuum tube has all the essential features of an x-ray tube except that the voltage is low and hence the x-rays are very soft. It was found that the currents resulting from the soft x-rays varied greatly

(Continued on page 124)

Warning Devices for Crossings Studied by State Commission*

California Considers Means for Improving Wigwags, Installing Two-Train Indicators, Flashing Lights and Other Signals

By Joseph G. Hunter
Head of Transportation Division, California State Railroad Commission

CALIFORNIA, like all other States, has its grade crossing problem. It is apparent that with 15,000 grade crossings in this State, about 6,000 of which are over important lines of steam and electric railroads, and with climatic conditions conducive to the general use of the automobile throughout the entire year, the grade crossing problem is one of considerable magnitude. Grade separation is proceeding in this State as fast as it reasonably can be financed. Due to the fact that it is financially prohibitive to separate all the grade crossing in this State within a few years, we realize that we must give concerted effort to protecting the motorists at grade crossings.

At this time an active campaign is being conducted to provide special protection at the important crossings not now protected and improve the protective devices which heretofore have been installed.

In the interest of standardization, the Commission, by its General Order No. 75, effective Feb. 1, 1927, outlined certain types of protective devices to be installed at grade crossings, to the effect that the fixed signs consist of a standard crossing sign, commonly used throughout the country, and an overhead sign, illuminated at night in many cases. The automatic protective device prescribed in this general order consists of the so-called wigwag, which is recognized as the standard in California.

The Commission is attempting to keep abreast of new developments in grade crossing protective devices. To this end, we have under consideration a number of trial installations of automatic signals, some of which are commonly used in the East but have not established themselves in California. The studies under consideration for improved grade crossing protective devices consist of improving wigwags, in the way of presenting a more arrestive indication; two-train indicators for crossings where there are two or more tracks, trial installations of flashing lights with and without rotating stop signals, automatic crossing gates, special advanced warning signals, modernization of manually-controlled crossing gates, constructing suitable circuits for automatic protective devices to eliminate excessive operation, other studies.

Improvements in wigwag signals, both in the indication and in the mechanism, have been carried forward during the past few years. At the present time there are several types of banners installed for experimental purposes. One of the designs includes the use of a Neon tube formed so as to indicate an "X" within a circle, the circle being approximately 12 inches in diameter. The tube is surrounded by the usual wigwag banner, approximately 18 inches in diameter. This sign provides a very distinctive warning at night. Other banners on trial have an 8⅜-inch lens with double filament light and still others have a 5⅜-inch lens with reflector. In the cases of the manner with the reflector, the light is visible only in one direction; with the 8⅜-inch diffusing lens the light is visible in both directions. Upper quadrant type of wigwag signals are also being used at road-side installations in certain cases, the purpose of which is to lower the banner more nearly in the drivers' view.

The Commission's records indicate that certain accidents at double-track crossings were due to motorists waiting at the crossing for one train to clear, then proceeding over the tracks and being struck by the train in the opposite direction. Considerable thought has been given to the development of a supplementary type of warning for these conditions. A signal has been developed, known as the "two-train indicator," which seems to have considerable merit in providing a warning of the approach of a train on another track. The warning indication is both audible and visible, consisting of a quick vibrating bell and a large light unit. When illuminated, it shows through a transparency the words "two trains." This signal is used at a number of crossings in the State.

Although the flashing light type of signal is prevalent in the East, it is comparatively new in California as related to grade crossing protection; however, it is recognized that this type of signal is the common form used for highway intersections. In order to compare the merits of this signal with the wigwag, we are studying a number of flashing light signals. We now have about ten installations of flashing light signals in this State, two of which have the rotating-stop banner. Some studies are being conducted to determine whether or not the removal of a crossing bell would lessen the protection of a grade crossing signal.

A trial of an automatic crossing gate was authorized by the Commission and placed in service on Jan. 8, 1929, at a moderately important crossing in southern California. This gate, which is of the horizontal swinging type, has been in continuous service since that time. Plans are being considered at this time for the installation of a horizontal swinging gate at a heavily traveled crossing to test its operation under those conditions. Another yielding type of automatic crossing gate is also being studied for trial installation. The latter type, however, operates vertically but will yield if struck by an automobile.

Considerable attention has been given by the political subdivisions of the State, which are, by the terms of the Motor Vehicle Act, responsible for the construction and maintenance of these signs, to the development of a more adequate advanced warning of the approach to existing railroad crossings. The need for improvements along these lines is evidenced by the increased speed of the motorists during recent years. The California State Department of Public Works, acting through its Division of Highways, has recently placed in service a number of Neon signs suspended, in most cases, over the highway and about 400 feet in advance of the crossing. These fixed signs are very arrestive at night and also provide a warning during the day time of the approach of a railroad track but do not announce the approach of a train.

*Reprint of an article appearing in the United States Daily, Washington, D. C.

The City of Los Angeles has placed in service an automatic advanced sign which displays a special signal during the approach of the train at the crossing in connection with the wigwag control circuits. Consideration is also being given to the larger type of road-side advanced signals equipped with reflector buttons for night indications.

This is a subject which is being given considerable attention at the present time, due to the large number of breakage of crossing gate arms by motorists running through them or being struck by the same when they are being lowered. In an effort to minimize this class of accident, the following steps have been tentatively agreed upon and are being tried out at certain crossing gate locations: (1) Installation of quick vibrating bells on each right-hand crossing gate support, being operated by the gate tender prior to and during the lowering of gate arm; and (2) installation of a special, steady-burning red electric light signal on crossing gate arm at intervals not exceeding 12 feet.

One design of these lights consist of a light-weight crossing gate lamp with an adjustable back, using a 40-watt, 110-volt lamp with reflector and 8⅜-inch diffusing lens.

Other proposed changes include installation of distinctly visible signs, flood-lighted at night, reading "Gateman Off Duty," in cases where part-time operation is effective. In all cases, except where special condition warrants, 24-hour gate operation should be provided. The use of left-hand gates is optional but in cases where the same are installed, provisions should be made for their operation independently of right-hand gates.

It is hoped that the carrying out of these recommendations will show a reduction in the number of accidents, as well as the number of broken gates, in connection with crossing gate operations.

It is recognized that if the public is to respect the warning of automatic protective devices, the signals must be so controlled that they will not operate for excessive periods of time; otherwise, it would be difficult and unfair to enforce that section of the State Motor-Vehicle Law which requires motorists to stop before crossing over tracks where a danger signal is being displayed. To this end, considerable study is being given to the design of suitable control circuits, in the way of getting advanced warning of approach of trains as near to 25 seconds as practical. Where there is a large diversity between the speed of train movements, selective speed circuits are being installed or considered, especially in the most important cases and where gates or other devices are installed which would close the highway to traffic for long periods of time.

Study is also being given to the installation of directional contactors with time element control, so as to provide the most practical warning for switching and other yard movements.

It is the general practice in California to equip protective devices with bells. It appears, however, that there is a tendency in the East to eliminate bells on automatic crossing signals. The Commission is giving some consideration to the question of whether or not the elimination of a bell on a signal lessens its effectiveness as a protective device to the motoring public.

Consideration is also being given to improved crossings, as to surface condition and width as well as grades of approach.

The work which has been accomplished, in the way of improving the grade crossing protection situation in California and making studies looking toward further advancement, has been due, to a considerable extent, to the cooperation received from the carriers in conducting experiments and assisting in gathering data and working with the Commission's engineers on this important problem.

To the public is also due considerable credit for any accomplishments that have been made, as hearty cooperation has been shown by the various political subdivisions as well as organizations interested in public welfare.

A HUNDREDTH OF A MILLIONTH OF A BILLIONTH OF AN AMPERE

(Continued from page 122)

with anode voltage and surface contamination of the grid, and that they became negligible when the anode potential was less than six volts.

Having analyzed these seven sources of grid current and found means for reducing each of them, the low grid current tube was produced with the following characteristics:

Plate voltage 6.0 volts.
Space-charge grid voltage 4.0 volts.
Control grid voltage -4.0 volts.
Filament voltage 2.5 volts.
Filament current 110 milliamperes.
Plate current 40 microamperes.
Mutual conductance 25 microamperes per volt.
Plate resistance 40,000 ohms.
Amplification factor 1.0.

The currents produced may be amplified and made to activate relays or control equipment which is impossible with the conventional electroscope or electrometer. Not only is the tube sensitive to such a minute current as 10-17 ampere, but it has a current amplification factor of a billionfold, or a hundred millionfold when taking the circuit into consideration. The usual radio receiving tube has a thousandfold amplication as a tube, or a hundredfold in the circuit.

The current handled by the tube is so small that in flowing through a resistance of a million megohms (1,000,000,000,000 ohms), practically a perfect insulator in common thought, it produces a drop of only one millivolt (.001 volt).

UNIONS POWERFUL FACTOR IN WAGES

Labor unions are undoubtedly one of the most powerful factors, if not the most powerful, in securing high levels of wages. This result is due not only to their specific action on behalf of their members, but also to their insistent preaching that industrial prosperity depends primarily on the possession of high purchasing power by the workers.—Rev. John A. Ryan, in "The Commonweal."

A General Meeting of the B. R. S. of A. membership will be held in the city of Toronto on Sunday, April 12, 1931. The meeting will be held in one of the Council Chambers of the Royal York hotel and will begin at 10 a. m. All officers and members who can do so are urged to attend.

FIVE MISTAKES OF LIFE

1. The delusion that individual advancement is made by crushing others.
2. The tendency to worry about things that cannot be changed.
3. Insisting that a thing is impossible because we ourselves cannot accomplish it.
4. Attempting to compel other persons to believe and live as we do.
5. Neglect in developing and refining the mind by not acquiring the habit of reading fine literature.—Forbes Magazine.

Questions and Answers

Readers are Invited to Submit Questions of Any Nature on Railroad Signal Work

QUESTION: What is porcelain made of?
Answer: Porcelain contains the following material: Flint, spar, china and ball clays.

Question: How is porcelain made up?
Answer: The materials are placed in mixing machines or blungers, water is added and the whole mass thoroughly mixed. This watery mixture called "slip" is next passed over fine meshed screens or lawns where all dirt, stones or other impurities are removed. The "slip" is then forced into filters above where the water is removed, leaving the plastic clay or body in the press.

Question: What takes place after filtering?
Answer: The body is removed from the press in the form of flat circular "leaves" usually about a foot and a half or two feet in diameter.

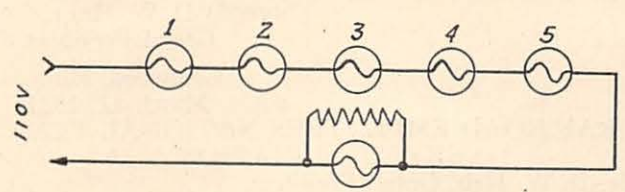
Question: What is the next process with the flat leaves?
Answer: The leaves are first rough pugged into cylindrical lengths after which they go to other pug mills where the clay is extruded into long hollow tubes. These tubes are used in this case for lightning arresters. Many different shapes can be made at this stage.

Question: After form of clay is made up, what is next process?
Answer: It is set aside for several days to air dry. After they have hardened sufficiently, skilled clay workers work them to the desired shape and size.

Question: After desired shape is arrived at, what is next done?
Answer: Moisture is still contained in the clay and it is necessary to eliminate this moisture. They are placed upon racks to facilitate handling and placed in steam heated driers. After sufficient drying, they are allowed to cool, are dipped in the glazing solution and are ready to be fired.

Question: What is firing?
Answer: They are placed in saggers and loaded into the kilns, which are gradually brought up to their vitrifying temperature of approximately 2500 degrees; they remain in the kilns for a total time of approximately one week.

Question: How would five lamps rated at 20 volts, and ½ ampere be connected in series with another lamp rated 20 volts and ¼ ampere in a 110 volt circuit?



Answer: Lamps 1, 2, 3, 4 and 5 are 20 volts ½ ampere. Lamp 6 is ¼ ampere. Since this is a series circuit the current would be ½ ampere. As ¼ ampere flows through the lamp we must get rid of the other ¼ amp. Therefore, we place a resistance of about 80 ohms in multiple with lamp 6, making a total of ½ ampere flowing, half of ½ amp. or ¼ amp. flowing through the lamp and the same amount flowing through the resistance unit. If the resistance unit were not installed we would have ½ ampere flowing through lamp 6 and the current would cause it to burn out immediately. This application is for lighting 5 signals in series with a miniature spot light on an illuminated diagram. If one of the signal lamps is burned out, it will be noted by the operator because the spot light will be out. With a straight multiple lighting circuit, one lamp burning out could not be detected by the operator.

Question: What method of plating has come into general use to prevent corrosion of metals?
Answer: Cadmium plating.

Question: How is this plating done?
Answer: The parts to be plated are placed in a bath similar to the process of nickel plating. The parts to be plated are cleaned thoroughly to eliminate grease, dirt, rust, etc. An electric generator having 4 to 6 volts and 2500 amp. capacity is used. Two copper bus bars are placed on top of the container which holds cadmium salts an Alkaline solution. An anode of Cadmium is suspended from the positive bus bar into the solution. The parts to be plated are suspended from the negative bus bar. These bars are located approximately 6 inches apart. When the generator is in operation high current is passed through the solution. This high current causes the Cadmium eliminated from the Alkaline solution to attach itself to the parts suspended from the negative bus bar. The Cadmium anode gives up Cadmium to the Alkaline solution and replenishes it as fast as the "plating" is given up by the Alkaline solution. Thus we have a process which continues until all the metal pieces are properly plated. As stated above nickel plating is done in the same way except that a different solution is used and nickel anode is suspended from the positive bus bar instead of a Cadmium anode.

CHURCH LEADER URGES SHORTER WORK DAY

There is no country in the world where there are such extremes of wealth and poverty as in the United States. Here we see great wealth in the hands of a few. Fortunes of hundreds of millions, even of billions, are in striking contrast to the poverty of many.

Something must be done to change these conditions. It is not just that a small coterie should have more than any should want or need, and others should live with their noses constantly to the grindstone.

We must have a more equitable distribution of wealth. I am for the shorter day, the shorter week, shorter working hours. I am for union labor.—Archbishop Michael J. Curley.

Can the people who make it a practice of peddling so much scandal, truthfully say they found it out while tending to their own business? That's a pretty good test to apply to the scandal monger, male or female.

Grand Officers' Department

PENSION PLANS

HEADQUARTERS has received a number of letters from our members dealing with the activities of of the "Railway Employees' National Pension Plan Association," which was organized at a meeting held in Chicago last December; we have been furnished a copy of the minutes of that meeting at which there were a number present who were in fact representing themselves only, although purporting to be representatives of different railroad employees within certain states; however, there were a number of representatives present from a few of the standard railroad labor organizations authorized to represent small groups of members of those organizations in different localities. There were no representatives in attendance at that meeting who were authorized to speak for any of the twenty-one standard railroad labor organizations as such.

Several different pension plans were considered at the December meeting and after three days of consideration of this all-important question, the authority for preparing a pension plan that this Association would support was placed in the hands of an Executive Committee which was also elected at this meeting. As before stated, we have been furnished a copy of the minutes of the meeting and have studied them very carefully; as result of such study, the undersigned communicated with Mr. Bigelow, who was present and took the stenographic transcript, setting forth a number of the conclusions arrived at regarding the efforts of the Association; copy of the later correspondence follows in regard to the pension plan prepared by the Executive Committee of this Association:

Chicago, Feb. 19, 1931.

Mr. W. W. Royster, National Chairman,
Railroad Employees National Pension Plan Assn.,
Glenwood, Minn.

Dear Sir and Brother:

This will acknowledge receipt of your letter of the 14th inst. replying to our letter to Mr. H. W. Bigelow of Salem, Ill., copy of which was furnished you.

Many thanks for your kindness in furnishing us the two copies of the proposed national pension plan as prepared by your "National Executive Committee."

I assure you I have no desire to offer any criticism except in a constructive sense regarding the proposed plan; the following is offered in that connection:

Since there are a great number of railroad employees now working on railroads where there is some sort of pension plan in effect and to which those employees are not required to contribute any of their earnings (I do not know what percentage of the total railroad employees are under such pension plans, but I do know some of the larger railroads of the country have for years maintained a pension system), I am wondering what their reaction would be to a pension plan that would require them to make definite contributions from their earnings thereto.

As I view the attitude of several of the railroad labor organizations' chief executives, regarding the inauguration of an equitable pension plan system, there seems to be a very definite opposition toward the inauguration of a pension plan that would require the employees to contribute from their earnings on the theory that the employees, having contributed their services to their employer, the latter should be obligated to the point of providing reserve funds to pay a reasonable pension as a result of the employees not receiving in earnings anywhere near the amount they have provided through their service to the railroad. I am also of the opinion that the railroad managements now having pension plans to which the employees make no contribution would be only too glad to discontinue their present plans and to inaugurate such a system where the employees would make a partial contribution to the cost of it.

I am confident that our chief executives' association will give further consideration to the question of pension plans at the next meeting of our Association.

There is another thought that comes to my mind in connection with your letter in which you state, "I wish to assure you, Sir, that it is our wish to work through our respective Brotherhoods organizations to secure pensions." By following such a procedure, I believe the greatest beneficial results would be obtained. I do not know to what extent any of the twenty-one railroad labor organizations' conventions have given consideration to this important question. While there has been very little discussion of this matter at the conventions of our Organization and no definite resolutions or action taken on the question as result of any of the discussions, I am of the opinion that all of these organizations will require definite convention action before the executive officers will be permitted to take an active part in the support of any definite plan. I do not mean by this statement that the chief executives or their associated Grand Lodge Officers would not be supposed to give earnest consideration to the matter, but I am confident you realize that the executive officers of any and all of these organizations secure their authority for action on all important matters from the membership and particularly as represented at their different conventions.

I wish to repeat that I am sincerely in sympathy with what is intended by this effort and whether or not a federal law will be necessary or whether the different states will be required to adopt some sort of a pension plan is, of course, a matter for determination first and then the procedure to be followed under whatever plan is determined upon would be a later consideration. I want you to know further that I am thoroughly mindful of the difficulty surrounding your efforts to awaken the employees of the railroads of the United States as to the importance and necessity for the inauguration of a pension plan.

Wishing you success in your efforts, I am

Fraternally yours,
(Signed) D. W. HELT,
Grand President.

Glenwood, Minn.,
March 17, 1931.

RAILROAD EMPLOYEES NATIONAL PENSION ASSOCIATION

Mr. D. W. Helt, Grand President,
Brotherhood Railroad Signalmen of America,
3455 Lawrence Avenue,
Chicago, Illinois.

Dear Sir and Brother:

I have your letter of Feb. 19 which I have been unable to acknowledge until this time owing to a press of corre-

spondence and other services incident to making a living.

Your letter as that of a Chief Executive of one of our National labor organizations interests me very much. I am desirous of acquainting you with features of our plan which you seemed to have missed. You say the following is offered in that connection: "Since there are a great number of railroad employees now working on railroads where there is some sort of pension plan in effect and to which those employees are not required to contribute any of their earnings, I am wondering what their reaction would be to a pension plan that would require them to make definite contributions from their earnings thereto."

Our plan would provide a much more liberal pension than that afforded by any railroad in the U. S. I wish to make this observation to you, that the identical per cent that is levied on the wages of the employees is likewise levied on the gross earnings of the railroads wherever such gross earnings may be. You will note that the gross earnings are about 2¼ times what the pay roll is, consequently, the ratio is approximately 2¼ to one. As we have determined in the top paragraph, page 5 of the booklet herewith enclosed, that in the year of 1926 the wage pay roll and the gross earnings of that year of every $1.00 that would go into the pension fund the railroads would pay $68.71 to $31.29 of the employee.

Now—another feature; the present gratuity pension associations of various railroads are based on 1% of the average monthly earnings covering the last ten years multiplied by the number of years of service. Under that rule of such gratuity pension associations an employee averaging $100.00 a month for the past ten years with 33 1/3 years of service would receive a pension of $33 1/3 per month if such railroad chose to give it to him. At no time during those 33 1/3 years of service did the employee ever have an equity or a claim on such pension that he might rightfully call his own. From the time of his 25 years of service this pension, in the hands of the railroad company, might be used as a club to drive and threaten such employee. Even after such an employee becomes a pensioner, the poor devil is afraid to die for fear he will leave his widow destitute.

Let us take the same example as it would apply under our plan. Read Sec. 9, page 10 of the plan. It provides, every employee shall be secure in his equity of a pension after 10 years of service. He cannot be divorced from it. His equity is as much a part of himself as his citizenship after ten years. Further, the monthly amount a pensioner will receive shall be determined by his selection of any month of the last ten years of his service, 3% of which, multiplied by the number of years of service determines his pension. We are using a feature of 3% where the gratuity pension associations use a feature of 1%. Under the example which we have just used, an employee at a wage of $100.00 per month with 33 1/3 years of service would get a pension of $100.00 per month. To provide funds for this pension the railroads will have been required to pay into the pension fund practically double what they have paid into their gratuity pension association fund, the balance, approximately 1/3, which is made up by a per cent of the employees' wage.

Now, for analysis purposes, according to the 1926 earnings, the railroad company will have contributed toward that pension $68.71 to $31.29 paid by the employees. That portion paid by the railroad companies being double what they pay under their gratuity pension associations and which amount is greater by several dollars than any pension afforded a member in a pension association of his respective Brotherhoods with the possible exception of the electrical workers and without a penny of cost to the employee impresses me as being an undertaking with much merit. This pension of $68.71 is exacted of the railroad companies as a deferred payment for services rendered coming to the employee in a time of the evening of his life, affording him means for living a standard such as he lived during his earning period. That the pension may be liberal we have provided further, that the employee contribute $31.29, making a total of $100.00 a pension. That affords means to meet various conditions in the pathway of life; means of meeting sickness, accident or death are provided. The pensioner may die in which case his widow is taken care of by a provision that allows her 60% of his pension. Certainly, the old employee may shuffle off the mortal coil without fear or dread of the future of his dear ones. It will afford him a peace of mind and comfort in his old age where heretofore persons in like circumstances have met the condition in dread.

You say further, "As I view the attitude of several of the railroad labor organizations' Chief Executives, regarding the inauguration of an equitable pension plan system, there seems to be a very definite opposition toward the inauguration of a pension plan that would require the employee to contribute from their earnings on the theory that the employees, having contributed their services to their employer, the latter should be obligated to the point of providing reserve funds to pay a reasonable pension as a result of the employee not receiving in earnings anywhere near the amount they have provided through their service to the railroad."

Sir, my concept is in entire harmony with that view. I agree in every particular to that thought. A careful analysis of our plan will show that it is firmly embodied in the plan. We are exacting from the employer a conservative part of that portion of our production that has been withheld from us to apply on our pensions. I have sensed an opposition of the Chief Executives to our plan but I have felt that such opposition was based on superficial analysis of it. I doubt very much if any of them have taken the time and patience to make a diligent study of the proposition. The fact that the plan provides means and care for widows should of itself interest them greatly.

I note further that you say "I am also of the opinion that the railroad managements now having pension plans to which the employees make no contribution would be only too glad to discontinue their present plans and to inaugurate such a system where the employees would make a partial contribution to the cost of it."

I am unable to see where our plan will afford them any comfort financially if it were adopted. Our plan will cost them more than twice what their present plans now costs them. I will willingly give the devil his due. I think it is an expression of very magnanimous feeling on the part of various managements (not losing sight of the fact that their pension systems were inaugurated for the purpose of tying employees to their jobs) to inaugurate a pension plan covering their employees even when such employees were members of their respective craft organizations. There is no Federal or State law that would compel them to take such action. I know that they have done so for a selfish purpose, yet it has resulted in great good to many employees in their declining years. I will even admit that my expression of magnanimity may be misplaced but anyway their action in the matter has simplified the work that should be carried on by the Chief Executives of our organizations. I believe there should be a social service department in connection with the Chief Executives' organization to deal with various social problems as they effect the railroad employee. Most of our Chief Executives are over their heads in work pertaining to wages and working conditions. The

organization is devoted to that single cause. Social betterments for the railroad employee might well be a part of their work. With 1,500,000 employees throughout the nation at various central points we should have hospitalization institutions to care for our physical needs at a bare cost to the employee. Other services such as counsel and legal service for the employee of the brotherhoods should be available to the employee at a minimum cost.

I reiterate my assurance to you that it is our wish to work through our respective Brotherhoods organizations to secure pension. I have urged thousands of the brothers to sit down and write a short note to the Chief Executive of his respective Organization asking such Chief Executive to support a pension plan to cover all railroad employees. I frankly state to you that I am for the best plan that can be offered in the interest of the employee. If the Chief Executives Organization can offer a better plan than ours, then I am for their plan. I doubt if one employee in 500 has taken the trouble to write to their Chief Executive urging such an action and yet they are intensely interested in our plan and the sentiment is growing by leaps and bounds. It shows the general attitude of the rank and file to "Let George do it." They will pay a membership fee, monthly due to carry on this organization but to sit down and write a simple letter to their Chief Executive is asking a little more than they care to or are willing to do. When I tell them that there is an apparent opposition of the Chief Executives to our endeavor they insistently demand that we go over the Chief Executives' heads. I know that such a method would be impracticable. I want the Chief Executives' cooperation or stating it the other way I want to cooperate with the Chief Executives. I want to go along with them, I want to talk to them as we go along. I am intensely sincere and desirous of promoting a pension for my fellow-man. I can see no reason in the world why with proper coordination of the efforts of railroad employees would not insure the passage by Congress of Legislation covering this plan. I think the bogey man "unconstitutional" has been effectively disposed of.

It is my concept that pension legislation should be by Federal Statute. No effective pension legislation would be applicable by State laws.

I thank you for your very interesting letter, and beg to remain

Most sincerely and fraternally yours,
(Signed) W. W. Royster,
Chairman.

It is apparent that this Association is soliciting all railroad employees for financial contributions to further the efforts in securing the adoption of its pension plan, which has resulted in a great deal of correspondence between different members and their railroad labor organizations. There is quoted below a portion of a letter from the Chairman of our Railroad Labor Executives' Association in regard to this matter:

"In reply to communications received from members in various sections of the country, I have called attention to the fact that the Railway Labor Executives' Association has been giving consideration to a proposed pension plan for all railroad employees for some time, informing them that the subject had been referred to Attorney Richberg for study and advice. They have been advised against lending any support whatever to the program of persons responsible for this pension plan association, who have no authority to speak for this organization (Brotherhood Locomotive Firemen & Enginemen).

"I am convinced that the interest of railroad employees in matters of this kind can best be promoted through their respective labor organizations and that the activities of those sponsoring the movement referred to may result in complicating the situation and making it more difficult for the representatives of the legitimate organizations to succeed."

The Brotherhood of Railroad Signalmen of America has never considered the establishment of a pension plan during any of its conventions, however, our Grand Executive Council in giving consideration to this matter adopted the following:

"The Council discussed the movement being carried on in various parts of the country by certain groups of railroad employees "to obtain federal legislation providing for a pension fund for all railroad employees, said fund to be created and maintained in part by contribution by the employees.

In the opinion of the Council, there can be little doubt of the desirability of an old age pension system for all workers—railroad or otherwise—and this Organization's policy is to support any practical and desirable plan."

There were serious doubts expressed as to whether this plan now being advocated by the "Railroad Employees' National Pension Plan Association" was practical and desirable to the extent of urging our members to make any contributions to this Association.

D. W. Helt, Grand President.

FROM THE GRAND SECRETARY-TREASURER

To All Officers and Members:

Just a few words of advice to subordinate lodge officers will not come amiss at this time. Recently several cases have been brought to my attention wherein some of the local lodge officers were neglecting the duties of their offices and I earnestly urge every officer in each local to fulfill the office to which he has been elected to the best of his ability and in accordance with the constitution.

Wherever financial secretaries are not following our previous instructions as to the use of the new membership ledgers, cash books, etc., we urge they do so. A receipt for dues in addition to the quarterly card should be given each member paying dues at all times. The member himself should see that he receives same. All monies received by the financial secretary should be receipted for and deposited in the name of the Brotherhood, all bills should be paid *only* upon the issuance of a warrant and payments should be made by check. The large majority of our locals are following out this system and are very much pleased with the results.

I also wish to offer a few timely suggestions to the entire membership:

1. Pay your dues promptly. Then you will always be in good standing and your dues will not accumulate.
2. Attend every meeting of your lodge if possible and stay until it is adjourned. Then you will have knowledge of all transactions.
3. Read your Journal. Then you will know what the B. R. S. of A. is doing in general.
4. Get acquainted with every member of your lodge.
5. Make it your business to get new members to join the organization.
6. Learn what Organized Labor stands for and what the Brotherhood has done and can do for its members.
7. Demonstrate to your employer that a union worker is the best.

Your lodge will be as strong and as good as the members make it. Remember that you yourself are a part of it and to just the extent to which you attend to your duties on the one hand or neglect them on the other, to just that extent you will constitute a help to the growth and advancement of your Brotherhood or be a hindrance to its progress.

T. A. Austin, Grand Secretary-Treasurer.

A Unit System For Signal Maintenance?

Here are some interesting comments taken from a letter recently written by a Signal Maintainer to his General Chairman.

Received a copy of your January report today. Thanks for remembering me, I am still interested in the work of the general committee, although I have been out of it for several years. In the conclusion of your letter you asked for an answer,—well, here it is, remember you asked for it.

I had a call today from one of our Division officials who was checking up or bringing up to date the characteristic sheet for the division. I couldn't get much out of him as to why this was being done at this time but it spells something, as in the past, every time the characteristic sheet has been checked, it was for the purpose of giving the general office something to study on, to change Signal Maintainers' territories. I did get the information that a unit basis was being studied out.

It is going to take many good brains to figure out an honest unit basis for Signal territories. Did you ever try it out? I did and got nowhere.

A unit basis for Signal territories must be drawn up by practical Signalmen and these Signalmen cannot have been too long out of actual Signal work. There is not one railroad man, official, or employee outside of the Signal Department who could or should figure on a unit basis for signal territories.

If our railroad officials are trying to draw up a unit basis scheme I do not think they are doing it to benefit the employees or to equalize the different maintainers' work. If such was the case why not start equalizing on Supervisors' Districts. It will be done to *save money*. This one thing they are always working on.

Do I favor setting up a unit basis for determining the amount of territory that a maintainer should be required to cover? I can't answer that yes or no—like the question, "Have you quit beating your wife?" How can you favor or be against a thing if you have no idea what it will be? My idea might not be the same as yours, of what amount of units should be credited to the maintenance and repair of a wire connected distant signal ten miles off on some "jerk water" branch line with no train service as compared to the amount of units credited to a train order signal on the main line with heavy traffic. Also my idea of the amount of time and maintenance on a P. C. Derail compared to a mechanical switch and lock movement, might start a big argument between the Supervisor and me.

Volstead gets the credit for being the author of our Prohibition Law—what a name he has now.

I would hate to be the author of a unit basis rule for maintainers' territories. It is bound to stir up more trouble and cause more arguments among the Signal forces than the Civil War did, unless an honest, long discussion is gone into by a large committee. No few men could ever draw up a unit basis and please or satisfy 50 per cent of the men. If the time ever comes when the railroad company draws up a unit basis the proposed idea should be sent to the Locals to be discussed at length. This discussion is what is needed in order to satisfy our members. It wouldn't be a bad idea for your committee to draw up a proposed scale of units, present it to the locals and give them thirty to sixty days to take it apart, then back to your committee with all suggestions. Then I believe you would be able to justly criticize a company proposal. At least this idea would give *all* members a chance to air their views.

The locals have no place to start on a discussion of a unit basis. Give them a proposed basis and I think you will get plenty of correspondence that will help you present the Signal Employees' view on a unit basis.

Referring to "some other yard stick"—why not pick out a 50-50 committee. Say, the Local Grievance Committee and two or three officials. Have them go over each signal territory on a motor car, make careful notes of all characteristics, then with all data, equalize all territories. Add a new territory where necessary.

I am afraid that our members cannot be educated to obey our rules relative to the use of helpers. I think this is the most abused of all our rules—much to the company's advantage.

If you could find a maintainer, a B. R. S. of A. member who would be willing to make a test of that helper rule—put the rule strictly into effect on his territory—in about thirty days the Supervisor would be camping at that maintainer's headquarters to find out the why and wherefore of all the trouble.

The minute the helper rule is enforced the maintainer goes to work—and how. Our friend ——— has gone to work since a former helper of his refused to do maintainer's work. ——— is more opposed to the B. R. S. of A. than ever; of course the helper suffered while he lasted. That's what happens to all martyrs. If you enforce the helper rule you are going to put a lot of maintainers to work and maybe they will feel like ——— does. I hate to see the helper rule fail because it is one of our most needed rules. I honestly believe it can't be enforced.

I believe the motor car rules and special instructions will be obeyed but should be stressed at every local meeting. We must obey the motor car rule, it is to our advantage to do so. It is bound to slow things up and will tell in a day's work accomplished, but this is to be expected and the company should know that and allow us sufficient time to go to and from the job and not make us take the riding time out of the job.

The man that obeys the rules is not getting as much work done in a day as the man who disregards the rules. The territories will show it in time. This shows that the local officers must bring the subject up at each meeting, so as to get all of the men to stick to the motor car and special rules even if it will take two days to do the job that was figured to take one day.

In answer to your fourth question—I think by obeying the motor car and special rules it will soon be brought to the attention of the Supervisor that we have now all the work we can possibly do. We can show again the additions to our territories and the reduction in forces. We can show all of the lately added duties. Instead of letting up a little on the work to take care of the additions more work is required than ever before.

If your committee ever meets the management to discuss length of territories and the management wants to keep on adding to our duties, you should appoint a man to list all of the things we are required to do during working hours that we probably are not given credit for. Maybe you can add to the following list: Deduct about one day a month when the Supervisor or Foreman shows up to talk things over—check circuits—blue prints—make monthly inspection on signals—plant or bells. Deduct two or three days a year for meetings called by the management. Deduct two or three days each spring to go with the Foreman on inspection of entire territory, testing everything. The Inspectors from the general office spoil about two or three days a year. What part of a day shall we deduct from reports (do you know that a maintainer's correspondence has increased lately until he almost needs a clerk?) what happens if your reports do not come in on time, or if they are too brief? Does the management have any idea the time it requires to keep up these reports? Still the circular letters keep coming explaining some new report to be made. Do we get credit for any time spent thus?

I average eight days per year with operating officials on Surprise Tests; eight days spoiled as far as *work* is concerned.

Weather conditions should enter into the discussion. Some of our duties must be performed rain or shine, but it is impossible to accomplish as much during a storm as in clear weather. If you draw the line too close, that is, if you give us territories so long that it takes eight full hours, six days a week to maintain them, something will be neglected on stormy days. There will be several days each winter that the only way to get over your territory will be to walk. The further north the more walking.

How many times a year have you started a job, loaded the motor car with tools and material, and you are just pushing off east, when the operator rushes out with a message, "Section men changing rail west of here," or "Section men changing head blocks north of here," or "Meet the Signal Supervisor at crossing bell at Podunk at once"? Now, there is another job shot—unload and beat it in the other direction, the job goes over until tomorrow and tomorrow was your day to care for

lights—the job must go until later—it was a trunking job and it's open—it may rain tonight—dirt will wash into your trunking and that means more work. I've shown these illustrations, and there are dozens more similar ones, to show you that you can't fill our eight hours full to the limit, you have got to leave room for unforseen events.

Does the management give us credit for about twelve half days a year to handle scrap—meet supply car—handle, check, store and haul new material? The job of emptying oil (kerosene) into storage tanks takes one hour per month. Whether or not there are about six days spent on this and just six more days that you are not working on the job. I mean actual repairs or maintenance.

Deduct three or four days a year on account of breaking in new or emergency levermen on interlocking plants. Believe it or not, this work is up to the maintainer on this division. For some reason the company sends out green levermen for emergency and this means work for the maintainer.

Deduct a few days a year for keeping tool houses, motor car houses, bins and racks for material in shape and repair. The company requires this and credit should be given for it.

The upkeep of motor cars is being stressed by the company of late. They want the car kept clean and in perfect repair. This means a few hours each week in addition to the regular repairs and parts changed account of wear. Each day the car must be filled with gas, oil and grease. Give us some time out for this work.

Up in this neck of the woods it is an agreed fact by officials and men that the territories will not stand any further additions and still show a high standard of signal performance. The limit has been passed as to length of territories and signalmen's responsibilities. I believe every poor maintenance charge that a maintainer gets should be made a grievance to bring out the fact that he is giving them the standard of maintenance that can be expected with the amount of signals he is loaded down with.

I was required to work with my neighfor maintainer and one or two extra men (called extra gang) on the last two auto flags installed here. In the last six months in addition to the auto flags, I have worked on two A. F. E. jobs off my territory. The upkeep of my own territory was neglected while these jobs were going in.

In concluding this little note I have written you, I want to say that your committee should notify our management that the signal territories cannot stand any further additions unless extra gangs are furnished to do all of the A. F. E. work, all of the location renewals, line work, and extensive plant repairs. Also the territories should be equalized. If the extra gangs would take over all the work I have mentioned the maintenance force could do justice to the territories *they now have* during the summer months, but even with the gangs doing this work some territories would still be too long for the winter months.

I haven't given you much that will help you present our views to the Grand Executive Council, but it gave *me* a chance to unload a lot of things that *I* had on MY chest.

Editor's Note: The present over-loading of signal maintainers' territories is a subject of interest to all. The JOURNAL will be pleased to publish any ideas or comments that any reader cares to submit.

Wife: "There's a mistake of fifty cents in the butcher's bill to-day."

Husband: "I'll go around and see about it at once."

Wife: "The mistake is in our favor."

Husband: "Oh, we'd better not pay any attention to it. We might get somebody in trouble."

* * *

Waggish Diner (with menu): "Chicken croquettes, eh? I say, waiter, what part of a chicken is the croquette?"

Waiter: "The part that's left over from the day before, sir."

* * *

"I am a woman of few words," announced the haughty mistress to the new maid. "If I beckon with my finger, that means come."

"Suits me, mum," replied the girl, "I'm a woman of few words myself. If I shake me head, that means I ain't comin'."

* * *

Habit gets a fellow. Many a father who worked his way through college is now working his boy's way through.

Under a Cloud

The old-fashioned mother was lecturing her daughter.

"You spent far too much time with young Collins in the garden last night," she said.

"But, mother," replied the girl, "we were only studying the stars."

"Stars!" echoed her mother. "But there were no stars. It was cloudly last night."

The girl looked ever so surprised.

"Was it?" she exclaimed. "We didn't notice it."—Answers.

Judge: "How is it you haven't a lawyer to defend you?"

Prisoner: "As soon as they discovered that I hadn't stolen the money they wouldn't have anything to do with the case."

* * *

Si: "Does that boy of yours call a spade a spade?"

Hi: "Gosh! He don't even know what a spade is."—Life.

* * *

A country doctor tells this one on himself.

After writing a prescription for a patient, the physician told him that the druggist would probably charge him sixty cents for filling it. Then the patient asked the physician to lend him the money. Thereupon the physician carefully scratched out part of the prescription and handed it back to the patient with ten cents, remarking:

"You can have that filled for ten cents. What I scratched out was intended for your nerves."—Philadelphia Ledger.

* * *

Freshman: "We sure have a fine landlady. She saved me the tenderest part of the chicken when I was late for dinner yesterday."

Soph: "What part was that?"

Freshman: "The gravy."

* * *

Young Wife: "I must apologize for the cake I made, dear. I think I left out something."

Husband: "Nothing you left out could make a cake taste like this. It's something you put in."

* * *

Son: "Pass the butter."

Mother (reprovingly): "If what?"

Son: "If you can reach it."

* * *

Heavy Stranger (returning to theater between the acts): "Did I tread on your toes as we went out?"

Seated Man (grimly): "You did, sir."

Heavy Stranger (to wife): "That's right, Matilda, this is our place."

* * *

Boss: "A man is never older than he feels. Now this morning I feel as fresh as a two-year-old!"

Steno (sweetly): "Horse or egg?"

LODGE NEWS

Lodge 3, Rock Island

The windy month of March has arrived and it is again time for the news so here is what I have.

Brother Golden, foreman of Gang 1 and a few more of the boys left not long ago for Missouri to install signals on the new line between Trenton and Kansas City. Understand it is a rather large job and will take some time to complete. Haven't heard how the boys like it down there, but understand they all stay in every night.

Second and third trick maintainers at M. C. plant were taken off March 7, and now it is up to Brother Secor and Joe Gross for another summer.

The last regular meeting was held in Joliet at the Alpine Hall. We had a very good meeting and some new faces were present. I am glad to say two brothers from Chicago were there. I am sure glad to see the interest the boys are taking in the meetings. The next meeting will be held in Blue Island and hope we can say as much for it.

Brother Anner on the Chicago terminal sent some news from the terminal to Brother Jensen who turned it over to me. That's fine. Anyway to get it. Sorry I have neglected to give you my address but here it is and now I will expect news from everyone. C. S. Bridge, 307 Illinois St., Joliet, Ill.

Here is what Brother Anner has to say. "I think brothers of our lodge and also brothers of several other lodges as well, will be very pleasantly surprised to hear that Brother L. W. Sherman, the 'iron man of signaling,' has at last abandoned the dubious placidity of the so-called single blessedness for the oft discussed serenity of matrimonial bliss and tranquility." But to say it quickly Sherm is married.

Brother L. Small has returned after a brief illness.

The boys in here are still looking for that snow money they were planning for during the early part of the winter, but if it doesn't come soon we'll be out of luck as far as that extra money is concerned.

I saw Brother Lorbor the other evening in Joliet with his family. They were on their way home to Davenport. You know John bid in the maintainer job in the state where the tall corn grows and the dogs bark at strangers.

Don't forget boys, Brother Edson is still accepting lodge dues and our local should be 100% B. R. S. of A., so if you have forgotten, the first quarter is about to close. Send in your dues. You need the B. R. S. of A. and the B. R. S. of A. needs you. Don't forget. Keep a paid up card.

Yours till the Smith Brothers shave,

SCOOP.

Lodge 5, New Haven

Greetings from the Scribbler. Well, well, the unexpected has surely happened at our local. The Scribbler had the pleasure of attending the last regular meeting of Local 5 and Holy Mackeral! what do you think? There was only standing room, and when I asked the Chief if they had a feed on he said no, just an ordinary meeting. The Chief had the crust to tell me that if I would attend some of the meetings I could see how the boys were turning out of late. Now I do attend quite regularly. Another thing the Chief told me was very encouraging. He said when he gets three more he will have the Midland Division 100 per cent.

If any of you boys out in the field have any suggestions to offer just come in. There are some of those movable chairs in the ante room and they are quite comfortable to sit in, or better still come early and park on the plush seats until the Chief gets there himself. I know I am going in early as I think I know where we can find a darn good place.

I was more than pleased that I turned out to the last meeting as I met one of the real old war horses of the game. Brother Jesse Norton better known as Barney.

The construction forces are still working on the improved lock and block from Readville 180 to Chickering 185, and what I can see about the new plans it will be a vast improvement in the signal apparatus.

Brother O'Brien from the Hudson Valley is sure stepping out, or perhaps I should say branching out. The expansion is not in body, but in the line of safety first which is an exceptional good feature. While to my mind the signal appurtenances are safety devices in themselves they pertain only to the traveling public. The safety that Brother O'Brien teaches and preaches is safety to the manpower and that pertains not to the signalmen alone, but all departments. I had the pleasure of being a participant at one of the meetings Brother O'Brien held in Boston where the several heads in the Signal Department held sway. Mr. Woodward, assistant to the general manager, was the principal speaker of the evening and he gave a very good outline of what the management was doing relative to safety to the manpower all over the system, and while our system was not a leader as far as the nation was concerned, nevertheless we had quite a good standing especially where there were so many roads involved. Each Supervisor, Division Engineer, Signal Foreman, Maintenance Foreman and in fact everyone was called on to say a word for safety, and if we all follow the principle as set forth by the speakers we will be heading the line for the goal the safety crusaders are trying to attain.

The scribe from 34 must be commended for his capabilities as a writer and if he keeps up the good work he will be writing for the New York Journal. He is in a class with such noted celebrities as Lowell Thomas and Floyd Gibbons of Literary Digest fame.

Well, one of the best boosts that the construction forces has had for many a day was the compliment paid them. Of course some of the boys in the field may not know that the construction forces have merged with the maintenance forces.

Here is a peculiar condition. The secretaries send out notices to the membership about some special meeting and the mail is returned to the sender.

Now boys, you should send your correct address to the secretaries and to the Grand Lodge. I am going to give you boys the correct addresses of your Secretaries so you will know where to send your letter.

The financial secretary is W. R. Chambers, 9 Salisbury Park, Dorchester, Mass.,

LODGE ROOM COURTESY

How sweet and gracious even in common speech
Is that fine sense which men call courtesy,
Wholesome as air and genial as the light.
Welcome in every clime as breath of flowers,
It transmutes aliens into trusting friends,
And gives its owner passport 'round the globe.

A GREAT deal is involved and dependent upon the courtesy and magnetism of a lodge room and especially so concerning the visiting brothers. A cordial greeting should be extended to them. Let them know and feel that they are welcome and that when they enter your lodge they are at home. You feel on entering some halls as if you were in a refrigerator; while in others you instantly feel at home. The attitude of the brethren has everything to do in making such an atmosphere. Cold indifference or frigid politness to the visitor, or even among the members, is enough to freeze the life out of any lodge.

JAMES D. HAYHURST

and when you send your correct address the same envelope should hold a money order for your dues, thereby your letter will answer two purposes.

The recording secretary is E. B. Wilson, 90 Church St., Mansfield, Mass., and he is the guy who is reducing the deficit for Uncle Sam when he sends out mail to you boys and it comes back. In that way he is spending the monies in a very reckless manner, so send your correct addresses to them soon.

Fraternaly yours,
AU REVOIR, 520 B.

In Memoriam

Whereas, it has pleased our Heavenly Father, in His merciful goodness to call to his reward our faithful and beloved Brother George Fournier, and,

Whereas, it is just and fitting at this time to recognize the many virtues of he who has been removed from our midst,

Therefore be it resolved, by Pioneer Lodge, No. 5, of the Brotherhood Railroad Signalmen of America that we bow in humble submission to the will of our Almighty Father, we do not mourn the less for our departed brother, who was ever ready to proffer the hand of aid and the voice of sympathy to the needy and distressed. An active member of the Brotherhood for which his utmost endeavors were exerted to further its welfare and prosperity, a friend and companion, who was honored and respected by all. And be it further

Resolved, that the heartfelt sympathy of the members of this Lodge be extended to the sorrowing members of the afflicted family in their bereavement and that a copy of these resolutions be forwarded to the bereaved family and a copy be spread upon the minutes of this Lodge.

And be it further resolved, that the Charter of this Lodge be draped for a period of sixty days.

Pioneer Lodge, No. 5,
CHARLES V. MACHON,
LEO F. GILL,
EUGENE B. WILSON,
Committee.

Lodge 8, Union Pacific Railroad

Like local chairman, Brother R. A. Woolston, Wyoming Division, in reading the news and other articles in our JOURNAL I note that the news on Local 8 has been for the past few months from the Wyoming Division and prior to that time the Bridge District, Nebraska and Kansas Divisions carried the load. I for one would like to see a few notes from all divisions at least every other month. I am surprised that the other divisions are satisfied to have it that way. Remember fellows, there are some of us less fortunate than others in that most of the news we can get is through the JOURNAL or mail and papers as quite a few of the boys are stationed where it is hard to make connections and get the news from other divisions.

It is my understanding that if you men located along the line have any questions to ask in regards to railroad signal work and will send in those questions they will be answered on the question and answer page of the JOURNAL. Send them in if you don't know. It's a good way to find out.

Our regular monthly meetings held in Omaha have been fairly well attended, but let's make them better. Remember, fellow workers, this is your local and the local is what you make it. We have quite a few of the old reliables that show up at every meeting, but we would take pleasure in seeing some of you "stay-at-home" men show up and increase our attendance.

Here is one for every member of Local 8. We are headed for 100 per cent and wish to arrive at that point by July 1931. We have a good start and if every member will make himself a committee of one and at every opportunity talk to nons or delinquents and assist the officers in lining them up, we are sure to reach our goal on time. The B. R. S. of A. has done quite a bit for Signalmen in the past and present and are working on the future at this time.

A brief report of the Financial Secretary and General Chairman of Local 8, for the first quarter, follows:

Jan. 1 to 4—Handling reinstatements of two members of Western Division and one on Nebraska Division, who were returned to work. On Jan. 5, starting for Denver, Colo., to be present at the Signalmen's Board of Adjustment hearing on Jan. 7, 1931, of the "Three day lay-off case of gangs April 28, 29, 30, 1930," on the U. P. Unit, which was remanded back to the interested parties for further handling. Under date of Jan. 17, 1931, I wrote a letter to General Manager, respectfully requesting the management to join me in requesting the services of the Board of Mediation. Received his reply Feb. 5, and in turn forwarded a copy of this letter to Grand Lodge, requesting the services of the Board of Mediation.

Jan. 8, 9, the books of Financial Secretary Brother H. C. Peterson were audited preparatory to turning them over to me. The books were found to be in excellent condition.

Jan. 10, 11, handled grievances and talked over matters on D. U. T. and stopped at two or three places enroute to Omaha to see new and delinquent members, arriving home Jan. 12. From that date to Jan. 26, busy answering correspondence, entering cash in cash book and sending out quarterly cards and opening bank account for local and handling grievances of Western and Nebraska Division men.

Jan. 26, I made a trip to Julesburg on the A. McMillan case, Wyoming Division, also made a trip to Sterling to see Colorado Division gang, doing organizing work enroute, arriving home Jan. 29.

Jan. 29-Feb. 4, answering mail and sending out quarterly cards and new constitutions as members paid their dues, and attending B. R. S. of A. meeting in Omaha, Feb. 1.

Feb. 4, started out on trip to Omaha and Cheyenne, driving my car so as to see all members enroute, doing organizing work and straightening out grievances with an appointment to be in Cheyenne, Wyo., Feb. 8 for a special meeting of Wyoming Division members. Am sorry, but did not see all members on this trip, but made special effort to see new and delinquent men. Saw those and quite a few of our loyal members, attended special meeting at Cheyenne, and it was a very lively meeting and a good attendance. Left Cheyenne, Sunday afternoon to go by way of Julesburg to Denver. Received a wire at Sidney that changed my plans and arrived home February 9th.

Feb. 10 to 20, taking care of office work.

Feb. 22, started out on organizing trip, Omaha via Denver to Kansas City using my car. Saw quite a few members, nons and delinquents, leaving Denver on the 24th for Kansas City. driving over Colorado and Kansas Division as far as Lawrence, Kansas. One of the many stops which I made on these trips was at Ellsworth, Kansas, where Brother J. W. Kincaid is located and spent a very enjoyable evening at his home. Arriving at Lawrence, Kansas, I was forced to cut my trip short arriving home Feb. 28. Getting my mail up to date so as to meet Vice President L. R. Smith at Denver, Mar. 5, to handle D. U. T. grievances and make an effort to establish a Signalmen's Board of Adjustment for them. Leaving Denver Mar. 7 for Chicago, Ill., to be there Mar. 9 for a meeting called by Grand President Brother D. W. Helt on subjects I will

CHILDREN

By ALGERNON CHARLES SWINBURNE

OF such is the kingdom of heaven.
No glory that ever was shed
From the crowning star of the seven
That crown the north world's head.

No word that ever was spoken
Of human or godlike tongue
Gave ever such godlike token
Since human harps were strung.

No sign that ever was given
To faithful or faithless eyes
Showed ever beyond clouds riven
So clear a Paradise.

Earth's creeds may be seventy times seven
And blood have defiled each creed;
If of such be the kingdom of heaven,
It must be heaven indeed.

advise you of in a letter. Left Chicago Mar. 11, arrived home the 12th and left Omaha for Marysville, Kans., to see members there. Back to Omaha to see about reinstatments of two members.

Mar. 14 trip to Cheyenne to see Local Chairman R. A. Woolston and division officials. Unable to make arrangements until Saturday, Mar. 21.

As result of these trips we increased our membership by 21 men, but owing to the drastic cut of forces the Union Pacific made, we lost eight members who have taken withdrawal cards.

Let's go fellows, we are out for 100 per cent and don't forget boys, dues are due the first fifteen days of the quarter.

Have a few first quarter 1931 cards on hand and if it happens you do not have yours send in your money at once. With the new constitution in effect Jan. 1, the pass word is a paid up card.

We are looking forward to a busy summer on the Union Pacific Unit as there are quite a few construction jobs to be done.

G. L. LILJEGREN,
General Chairman.

I think we owe Brother Woolston a vote of thanks for the last contribution to the Journal so will take this occasion to thank him.

The brothers are all settled now following the cut and will give you a brief on their new locations.

Brown from Roscoe to Ogallala; Johnston from Ogallala to Bushnell; Kizzare from Bushnell to Rock River; Payton from Archer to Laramie; Whitney bumped in at Cheyenne West; Holmes from Cheyenne West to Archer; Buescher from Laramie, Wyo., to tramp gang; Achey from Lookout to Medicine Bow; Baird from Medicine Bow to Como; Alexander from Como to Outfit No. 200; Hartman from Granite to Outfit No. 200; Baker from Rock River to Outfit No. 200.

As yet the outfit bumping isn't settled, but it looks as if three helpers and one assistant will be cut off entirely. We are nevertheless, expecting to see them back to work in a very short while.

I am glad to say that Brother Tyson was recently reinstated. Chairman Woolston and myself were in Cheyenne Mar. 7 in regard to the reinstatement of Brother Tyson and the revision of the seniority roster.

We welcome back Assistant Supervisor R. B. McArdle, R. W. Whitney and Nephi Hulet to this Division, who were all more or less victims of the reduction. Brother Hulet was bumped on the Tramp Gang as signalman.

We are sorry that we had to lose Asst. Supervisor L. L. Kiehm who was transferred to Ellis, Kans. We wish him the very best in his new duties.

W. B. Crews' crack 100 per cent B. R. S. of A. gang is, at present writing, engaged in rewiring between Rawlins and Hanna or rather a location here and a location there.

The leading signalman of the "Tramp Gang" is hereby urged to keep his men as well as himself on the "Paid Up" list. Thanks, Louie.

SPRING

THE sky was bluer this morning, it seems,
The air was more vibrant, more cool;
Birds carolled clear their sweet, happy songs,
And the brook was a smooth, sparkling, pool.

The sun shone brighter this morning, it seems,
The grass looked much greener today,
And I wandered around the brown garden wall,
Stood to watch the small children play.

The moon was lovely, oh, lovely, tonight—
Blue shadows stepped down from Mars.
Spring's magic music stole into my heart
Where I stood 'neath the misty, white stars.

Something from somewhere had called to my soul!
Something strangely suppressed gave away,
And left me bewildered, but glad just to know
I had lived for this glorious spring day!

—Iva Kerrison.

In the next issue of the Journal I will let the world know who our nons are as well as the delinquents, if there are any by then. Let's not be on the short list of those to be mentioned fellas for there is no original excuse to explain delinquency and no excuse can explain one being a "non."

Remember No CARD No FAVOR.

R. W. HEARD.

Lodge 15, Big Four Railroad

Givan Local 15, Indianapolis, Ind., is whooping things up in their meetings. Try this on your "union widows." Givan Local gave a euchre party Saturday, Mar. 7 in their meeting room in the Transportation Building, corner South and Delaware Sts. Everyone was invited and everything was free. Prizes were given away and sandwiches and coffee served later. Over fifty invitations were sent out and in spite of the bad weather a good number attended. This is the first time a euchre party has been given by the local and we were much encouraged. We are going to do it again and do it better.

We are meeting every first Saturday in the month in the Transportation Building, Room 427, South and Delaware Sts. We are particularly glad to have visitors from other locals.

William Dawson, Relay Man, Big Four Interlock Shop, Leota St. Yards, Indianapolis, died Thursday, Mar. 19, 1931, at his home. He was a former brother of the Union and will be missed greatly by his many friends.

CORRESPONDENT.

Lodge 16, Pennsylvania Railroad

Well, I suppose I ought to acknowlege my slip up in omitting our letter to the Journal last month. Since we have gotten so reduced that we can pack the whole outfit into a kitchen cabinet some of the fellows feel we are about to fade out altogether. Really the opposite sentiment should stir within the breasts of these gallant survivors for the responsibility was never greater than now in the signal game and during this period of retrenchment the call to do our level best is more urgent than ever before.

While our numbers are reduced it is no sign that our local chairman has less grief on his hands for his business is always good and we commend him on the success he has had with some very tough propositions.

To those of our fellows who have been given some of the extra work during their furlough period we extend our best wishes and hope for a speedy return to their old positions.

Bro. A. J. Carano entertained the boys at our last meeting and no one regrets making a trip to "Tony's" home town after partaking of his hospitality. It was good to have some of our old standbys bisit us. "Big Hank," looking fine as silk, dropped in to give us the once over. Concrete mixing seems to agree with him. Then our old friend "Bill the Splicer," came along and his only wish is for a chance to show his skill at his old game. It was too bad that just when we had honored Brother Hobart Himison with a position he got bumped away from headquarters, well we are asking "Smitty" Jones to take care of your job "Hobe" until you return.

No, you did not get those by-laws yet. That committee got snowed under. Anyway their brains will function better in the warmer weather. Yes and we are still waiting to see what that fountain pen owned by our newly wed brother can really do, (have the "missus" write, Art).

C. COLE.

Lodge 19, L. A. & S. L.

You will be surprised to hear that we have Signal Gang 5 on the Salt Lake Division of the L. A. & S. L. R. R.

We are all gathered around the fire tonight to get up a farewell write-up as it looks as though we will soon be scattered out, as five maintainers are to be cut off in a few days and then bumping will be in order and the family circle will be broken up soon.

We were to have the Cecil John Killam Taxi Cab Company, Inc., between Champlin and Lynndyl next week, but Brother Killam, the President of the Taxi Company has been sent to Clear Lake to relieve the Maintainer, but we are in hopes that Brother Memmott the Vice President will take over the franchise.

Brother Robertson, better known as Sundown Slim has been cut off on account of force reduction. He is back in Spanish Fork practicing up for the miniature golf tournament. We all wish him luck and hope he doesn't wreck any more golf links during his practice.

Our foreman, Tom Dodds, has high ideals. He wants to buy a Franklin but no doubt during the business depression he will be satisfied with an Austin.

The Signal Department was well represented at the annual banquet sponsored by the employes of the Salt Lake Division at Caliente, Nevada. The music of the evening was furnished by the Lynndyl Merrymakers. The singing was furnished by the members of the Signal Department. We wish to give Sol Angell a vote of thanks for the elaborate decoration of the hall.

Brother Barney Manear's family was up from Los Angeles where they are residing because of his daughter's ill health.

Our supervisor, Mr. B. L. Allen and wife, were present. He gave a talk on the progress of the Signal Department, (which was shown by the number of newly married couples). This talk will do much toward the propitiation of the good will of the department.

Brother Ed. Little is still busy filling switch lamps at Modena.

Brother Logan of Lund is contributing to prosperity by spending his vacation in the East.

Brother Al Storey of Delta is looking for a place to park his honey bees as Delta is to be abolished.

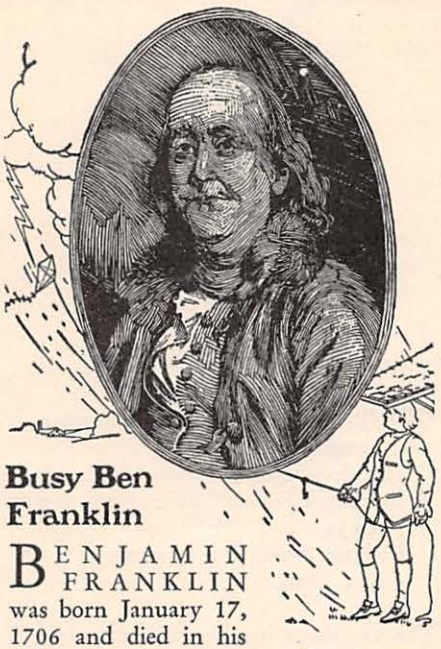
Brother Harry Lunceford is still at Faust waiting for Signal Gang 5 to replace two pairs of connectors.

Brother King is still waiting at Stockton to continue his evangelistic campaign with the unmarried members of gang 5 and we, the married members, believe this would be helpful as we are expecting Brother Melvin De Stephens to succumb to lead poisoning at any time.

Brother Martin Langly is still holding down a motor car cushion and all five hundred prizes at Warner.

Down on the Provo Ranch, Brother Charlie Richie is the "dog catcher" or rather the assistant, as he is removing all superfluous dogs in the vicinity of Provo Interlocker with the front wheels of his "41."

Last but not least, Brother F. R. Edmonson, better known as "Cactus" will soon be gone from our midst on account of force reduction. We regret this very much on account of his uplifting influence.



Busy Ben Franklin

BENJAMIN FRANKLIN was born January 17, 1706 and died in his eighty-fourth year on April 17, 1790.

In these days of rush and hurry, many of us accomplish so little even though we act so busily, and it is always inspiring to look back upon the life of a man who, in the slow days of old, accomplished so much.

A recent book contained a collection of testimonials by men and women in all walks of life to the genius of Franklin. These testimonials are studies of the activity of Franklin as printer, editor, publisher, bookseller, inventor, business man, financier, philanthropist, economist, teacher of thrift, philosopher, moralist, patron of education, statesman, diplomat, song writer, cartoonist, spelling reformer, stove maker, advertiser, insurance-company organizer, geologist, philosopher of hygiene, meteorologist, physicist, chemist, spectacle maker, to mention the more important activities of this amazing American.

To contemplate the life of Benjamin Franklin, in even part of its busy activity, is more than enough to disturb a lazy man.

Understand that Signal Gang 4 is still working.

CEIL JOHN KILLAM,
Correspondent.

Lodge 21, Kansas City Terminal

Who said summer was here? We heard the rumor several times the past few weeks but we all changed our minds when we awoke Friday morning and found 8½ inches of snow on the ground (some of the brothers found it out sometime during the night when the Supervisor gave them a ring). Anyway, summer is just around the corner, for the best signs are the boys talking of new cars, fishing, etc., and these most everywhere we go.

We are indeed glad to hear that our old friend and brother, Mr. Hudson, is able to again be back on the job. It makes us all feel good, John, to have you so improved.

Brother Wolburn's wife has been in the Research Hospital for the past three weeks, due to an appendicitis operation, but is now at home and recovering very nicely.

We also are glad to report Brother Blanks, who has been in the hospital in Chicago, is getting along very nicely.

Our regular annual dance was held at Drexall Hall on Saturday night, Mar. 7, but since we had the one big snowfall of the year on that date and most of the brothers were sweeping snow the membership was not so well represented. Nevertheless about 60 couples were there and report a whale of a time.

Thanks to Brothers Napper, Woodling and the rest of the Committee for the fine showing on a night such as it was.

Fraternally yours,
D. P. BREWER,

Recently God took from our midst one of our most beloved and loyal brothers Mr. John Fitzpatrick, who passed away after an illness of several weeks.

We the officers and members of Lodge 21, Brotherhood of Railroad Signalmen of America feel that in his passing we have lost a friend and brother whose reputation and character are above reproach and whose friendship it was a pleasure to enjoy.

Resolution

Whereas, it hath pleased the Almighty God in His infinite wisdom and mercy to remove from our midse and from his family our worthy brother and friend John Fitzpatrick.

Resolved that Lodge No. 21 B. R. S of A. record its profound respect for Brother Fitzpatrick, and its sense of great loss through his death.

Be it further resolved that Lodge No 21 extend to the members of his sorrowing family their deepest sympathy and join with them in the mourning of the loss of our beloved brother.

Be it further resolved that this resolution be spread upon the minutes of our lodge, published in the Signalman's Journal and a copy be sent to the bereaved family.

E. E. HASSELTON,
L. W. CROSS,
CHAS. CANNON,
Committee.

Lodge 26, Reading

Reading Lodge No. 26 will celebrate its twentieth anniversary on Apr. 25, 1931. The event will take place at 413 No. 9th St., Reading, Pa. beginning at 6:00 p. m. Bro. H. M. Reifsnyder, the head of our entertainment committee has been placed in charge of the preparation and conducting of the affair. He promises many good things for that night and we all know how well he always keeps his promise. Do not forget the date. All members of the B. R. S. of A are invited to come and

spend a happy evening with your fellow-worker.

The Grievance Committee has had a meeting with the Superintendent of Signals for the purpose of correcting the roster about which many complaints have been heard during the last few years. The Committee with the Superintendent of Signals have agreed upon certain terms which should be applied in determining the seniority of signal department employees. This being accomplished the Committee with the Superintendent of Signals went over the roster making corrections wherever necessary in the employee's seniority. How the results will be received by those affected remains to be seen at this writing. Some of the Brothers will no doubt be disappointed with the results while others gain through this correction. There is one thing certain about the whole affair and that is that the Committee has done its utmost to justly settle the claims as they have been presented by the employees. If any of the Brothers think they have been dealt with unjustly they will have a chance to protest when the roster will be sent them for their approval.

Fraternally yours,

BY HECK.

Lodge 33, Santa Fe

Local 33 held its usual monthly meeting at Labor Temple, Wichita, on Sunday, March 1.

Regardless of bad weather the meeting was well attended. All divisions associated with local 33 were represented. We also were glad to have with us visiting brothers from local 20. Much important business was brought before the meeting and all present took a lively interest in the proceedings. The spirit of good fellowship seemed to dominate.

The general feeling of the membership is that the establishing of a Board of Adjustment with proper legislation would meet a long standing need as conditions can only be corrected by having such a board.

After the business of the meeting had been transacted we were honored by a visit from the Ladies' Auxiliary of Local 33, who also held their monthly meeting at that time. We feel very much encouraged by the Ladies' Auxiliary. They do not seem to have lost any of their enthusiasm and their influence in disseminating the principals of the B. R. S. of A. is decidedly for the good.

After the meeting adjourned all attending were invited to partake of a very enjoyable dinner.

Have been wondering why we have not had more notes sent in of late, what with lengthening of territories and reduction of forces, not to speak of competition from buses. We all should have something to say.

Next regular meeting to be held on Apr. 12, Wichita Labor Temple.

CORRESPONDENT.

Lodge 36, New York Central

Hello Brothers. By the time this reaches you, the banquet will be all over. Anyway, I hope you all enjoyed yourselves as Brother Lehmann worked hard and consistently to put this thing over in a big way, and I'm sure he deserves a lot of credit.

We had quite a lively meeting on March 12. There were 35 members present. What's the matter with the Seneca boys? We don't seem to see any of them at the meetings any more. I hope there is nothing wrong in this neck of the woods. Come up brothers, all of you. We want to see your faces once in a while.

The meeting started off by accepting the reinstatement of Harry Luce and obligating George Hauck, Jr. We are again indebted to Ed. Purdy for these two applications and we want to thank him from the bottom of our hearts.

We sure are doing wonders on this membership drive and if we continue by taking in at least two members a month it won't be long before local 36 will be in the 100 per cent column.

Secretary Sid. Strang says there are still a few brothers in arrears. Come on up boys and pay up. Don't be bashful. Be up to date and sport a paid up card and button.

Our local chairman Bill Hankin read the report of the Committeemen at Syracuse and it was very interesting. He also told us that on the recent lay-off the Buffalo Division got hit the least in comparison with other divisions on the lines east.

The brothers voted to give withdrawal cards to all the boys that were hit by the recent lay-off and also to notify them to keep in touch with us at least every 30 days.

Brothers, one more thing was voted on and that is for a change of meeting night. Brother Strang suggested this and it was unanimously voted to hold our meetings on the fourth Thursday of the month beginning March 26 next. I hope all the brothers will bear this in mind and remember it is the fourth Thursday instead of the second.

There was quite a lot of competition for the office of chaplain at the last meeting but our friend Brother Murphy won out, and he will officiate as such for the next two years. That's a long time, isn't it Murph?

I forgot to mention in last month's magazine that two more welfare men were chosen namely Brother B. Letgers for Tower 49 and Brother H. Voekle for S. S. 47.

Well brothers, we were very successful on March 12 with the collection idea and it sure helped to defray the expenses of the luncheon.

The collection taken up for Brother John Bindscheattel again showed the big hearts of the signalmen of Buffalo. At the present time Brother Lehmann tells us there is about $65.00 accounted for and all have not as yet been heard from. This is a most worthy cause and I know all the boys will respond nobly.

I wish more of the brothers would follow the example of Brother Joe Fergen and send in contributions to our column. I'll print anything you give me, so come on with it. The following was donated by Brother Fergen and I'm sure it is very appropriate. It is entitled "Be a Booster."

If you think your lodge is best, tell 'em so,
If you think it leads the rest, help it grow;
When there's anything to do, let them
always count on you,
You'll feel good when you're thru, don't
you know.

If you're used to giving knocks change
your style,
Throw bouquets instead of rocks for
awhile;
Boost yours, until it hurts, knock the
knocker off his perch,
Lift the stumbler from the lurch with a
smile.

When a stranger comes from far, come
along,
Tell him who and what you are, make it
strong,
Never flatter, never bluff, tell the truth
for that's enuf,
Be a booster, that's the stuff, don't just
belong.

Brothers, that sure is one fine saying and we should all read it a few times over and try to follow its meaning.

I don't know of anything else to bring up at this time except to remind you about the change of meeting nights. Don't forget we are holding our meetings on the fourth Thursdays of the month and don't forget the place. Fox and E. North Sts. We're giving and are going to continue giving luncheons at all meetings, so come on up and enjoy yourselves at these affairs. Come one, come all.

That's all.

M. A. VALLEE.

Lodge 47, T. H. & B.

Hamilton Local 47 met last Friday and I am glad to say, had a better turnout than the last two meetings. Well Brothers, our Grand President and Vice Presi-

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ATTENTION: CORRESPONDENTS

The Editor again requests that you eliminate from your articles all items dealing with unimportant personal affairs of members.

Some correspondents are very properly devoting their space to the affairs and activities of their local lodges and the problems of the organization. Such articles of general interest are desirable and beneficial to all.

The article appearing in this issue by the correspondent of Lodge 62 is an example of the type of material that is desired. Articles such as this will do much to improve the contents of this department of our Journal.

Please don't use valuable space with personal messages, or with items "kidding" or relating some joke on an individual. They not only are of local interest only and are therefore undesirable in a publication of national circulation, but they often cause discord and hard feeling.

Your cooperation will be appreciated.

—The Editor.

dent will be present at the annual meeting of the Canadian members of the Brotherhood of Railroad Signalmen of America, which we hope all the members of local 47 will attend. The meeting will be held in the Royal York Hotel, Toronto on April 12. I think most of the members have been informed of this meeting, but as the JOURNAL usually reaches us about the 9th of each month this will be a reminder. So Brothers, don't forget.

I suppose you all know our worthy chief is going around like a lost bug. He has a long face and his hair is turning grey, and I understand he is wearing a black tie, and has a black band around his arm, because he has lost his side-kick and helper Brother P. Brown.

Don't forget Brothers we are nearing the end of the first quarter and as the saying goes, *Dues is doo,* so I will be looking for you soon.

W. J. FIELD, Correspondent.

Lodge 54, Central R. R. of New Jersey

April, as Jolson sings, "that brings May flowers." With it less staying in-doors, less coal to burn, and signs of green grass here and there, that are always so welcome to one and all of us, in and out.

Received a long letter from our good Financial Secretary, R. A. Gaurmer, with it, a splendid contribution for this issue. Read on Brothers.

"Brothers the first quarter of 1931 has gone by and with it has gone the 13th Anniversary of our organization. There is no doubt in my mind that there are many who are today members of Local 54, who can look back with pride and say, my name appears on the Charter of 54.' And that they have been members in 'good standing' these many years. Today all of the members can give great thanks, that these members have given their time to support this organization, and all of us are deriving the benefits which we are receiving today. Brothers, may I as your humble servant, serving you as the Financial Secretary, ask you to continue your membership in McAdoo Local and that I may extend to you the most sincere thanks for the efforts put forth in the past. With best wishes to all, Raymond Gaumer."

Here are a number of I Wonders submitted to me by different brothers of 54. My own, is the last one.

When some of the nons' on our "Road" will join up?

When the chap who says I'll pay up, will do so?

Why more of brothers don't carry A Paid Up Card? Let us add, and a mighty comfortable feeling to have one.

When are those fellows, who promise to come out to meetings, going to do so?

We welcome Brother Wm. Linden into Local 54, greetings Bill.

The brothers are clamoring for "news" items. The Editor says, be careful of space. Ho hum what to do, what to do. Anyway, you must be served, "follow-thru."

Brother Robert Lightcap, of Allentown, who suffered injuries on account of a motor car accident on May 17, 1930, is as yet confined to his home.

Brother Godfrey Transue of Hampton, N. J., has again reported for duty after a number of months of serious illness.

Brother Floyd Christine of Allentown, Pa., has received a promotion from Helper to Assistant Signalman in Construction Gang under Harry Rooney.

The following items come from Art Schagel of the L. & S. Div.

Pat Boyle of Mauch Chunk after getting all ready for the meeting of Feb. 28, held at Brother Gaumer's, went to his "pet club" and fell asleep, waiting for the train and woke up at 6:30 or one-half hour after the train left, hence no Pat at the meeting.

George Mummey, Thos. Farrell, Edw. Boyle, A. Schagel and Homer Balliet attended the Feb. 28 meeting. Brothers D. J. Quinlivan, Kirkman and Woodruff came all the way from Elizabeth, N. J. in Brother Kirkman's Nash to be on hand. What this meeting lacked in numbers it was made up in spirit by those attending. There were many vital matters transacted.

We wonder how the chicken-farm is coming along on the upper-end that one that deals exclusively in Jersey Giants. I suppose we will be losing a good blacksmith.

Enough, enough, they tell me, so until May, with its freshness, we remain,

Fraternally,

YOUR HUMBLE SCRIBE.

Lodge 55, Wabash

We are glad to report a large attendance at our February meeting which was held in Decatur, Ill.

If brothers leave the service and are unable to continue their membership, they should ask for a Brotherhood withdrawal card.

The one man operation of motor cars on railroads was discussed.

We desire to extend our sympathy to Brother Holdo Riggens due to the tragic death of his father, which occurred March 5, between Monticello and Lodge, Ill., during a severe blizzard. The late Mr. Riggens, aged 57, Wabash lamp man, had lifted his motor car off the track and was found about half a mile down the track from the car. The theory is advanced that he may have been stricken helpless and fell in the snow. Indications are he died of exposure. The body lay four days before being found. He was away from home frequently in connection with his work and his absence occasioned no particular alarm. It is no rare thing for persons to perish in terrific blizzards of the vast, empty plain states, but it is shockingly unusual for similar incidents to occur in our populous, snug, Illinois.

The forty miles of dispatcher's control on Peru division is now in service. Supervisory forces of the signal department have been riding engines over this territory to instruct the engineers.

Due to the installation of this control, all signalmen have had steady work. Extra men have also been employed.

Foreman O. W. Johansen's gang are installing flashers at North Oakland crossing at Decatur, Ill.

WHAT! NOT PAID YOUR DUES YET? CORRESPONDENT.

Lodge 62, Pennsylvania Railroad

Fellow signalmen of Pittsburgh Division. What is the matter with you members of the B. R. S. of A., that you cannot or will not give a few hours once or twice a month in discussion of questions of such great importance to you, instead of leaving those faithful in attendance to decide for you and expect them to know what your wish might be? And why are you not active members in an organization that has done so much for you and wishes to continue to do so, Look around you and see others who do belong and ask yourself why do they belong? Why do they pay their dues and give their time at the meetings? I recently had quite a long talk to a Brother of another Division and one who has had some experience in organizing on this Division. I asked him what was the matter on the Pittsburgh Division and he threw up his hands and said the Pittsburgh Division was hopeless.

It has been my experience in years of signal work that there are no hopeless cases if you use all means at your disposal of solving them, and I believe that also applies here. I feel we have as good signal talent here as there is on the Pennsylvania System. This means we have men of ability, intelligence and qualities that go to make real men, and not a hopeless lot. If this be true, you know what you want. Make it known to No. 62 and insist upon getting it. If you are voted down, don't be a quitter. Take your defeat like the man you are, and come back stronger next time, always keeping in mind the principle of the successful signal man, never give up. Keep working for your own good and in so doing you will be working for the good of the B. R. S. of A.

If you would like a chance at one of the offices go after it and get it. If some official does not do his duty as you see it, be a man. Don't try to take it out of the organization by your absence, be active instead. Make known what you believe and if you are right, there is no doubt about the results.

I think I can truthfully say those faithful in attendance do not wish to act for you, but rather with you. Many questions come up that should be decided by the consideration of many and not a few.

Should there be any question in your mind about the feeling of your Employing Company toward the B. R. S. of A just look over the signatures in the little blue book of regulations which has been furnished you. This should satisfy you. Make an effort to find out for yourself and you will find nothing but harmony, together with fair and courteous dealings.

True, it is on this Division there has not been so great a need of the support of our organization due largely to the fair and concientious type of Supervisory Forces we have had, but remember we have no assurance this will always be so. However, I believe this very fact has been detrimental to the financial welfare of Local 62.

One more subject I wish to touch upon.

My interpretation of the B. R. S. of A. is this. It is not a machine that you start in motion, after which it will continue to grind out all difficulties, but instead I see it as a tool, always at your disposal, but must be used by you in your difficulties properly presented by you.

With a little consideration on your part you will readily see, without a grievance properly presented and backed up by you, the Dignity of the Grievance Committee would soon suffer and eventually die.

Dear Brother and Non-Member, whatever you may find or know to be wrong in the transactions of this local, it only needs the support of yourself and fellow men to correct it, so put your shoulder to the wheel and give a heave and watch results.

And now dear Brother, should you find merit in this article pass it on to your less fortunate non-member neighbor, as it may bring results.

signed,
A Boosting Brother.

Lodge 67, N. C. & St. L. & Nashville Terminals

Well Brothers, No. 67 is here for the first time this year. I have been trying some way to get some news, also someone to take my money for my dues. It seems like the meetings are getting to be a secret, nobody seems to know when or where they are going to be held. Probably the time and place have been changed.

I have met some of the Brothers who had traveled a hundred miles or more only to be disappointed. No wonder we are not 100 per cent. What I think we need is a local for the N. C. & St. L. Ry. employes proper, and have their meetings where it would be more convenient for the Brothers to attend. This would create a higher moral effect upon the men, and everyone would be looking forward to the next meeting. But the way it is, when you ask a Brother if he is going to the next meeting his answer is "What is the use of going, there won't be any meeting." Well that is enough of that for this time, some will think I am a radical.

Sometime ago I saw where a Brother of some other local had started what you would call a tramp letter or news letter. This I have tried out, and it looks like it might be a good thing. One was started last month from Atlanta and travelled the Atlanta division, but did not get to the Chattanooga division, so in order to get the news on the two divisions I have started one from Atlanta and one from Chattanooga. Now if there are any of the other Brothers on any of the other divisions or terminals have any news I will be glad to have it. Just send it to Murfreesboro, Tenn. If you have anything to unload let's have it.

Brother Mullins says he intends to attend the signal show in Chicago and hopes to see some of the boys there; here is hoping he has a good time.

Brother Givan has been visiting down on the Atlanta division calling on some of the boys. I hope he comes up on the Chattanooga division. I would like to pay him my dues. I wish we could all be like him for he sure is a 100 per cent B. R. S. of A. man and inspires us all to greater efforts.

Brother Joe Bruce says the Wasp has taken up winter quarters in his signal cases. He thinks if we were only half as well organized as the Wasp we would not even have to possess a stinger.

Brother Grice has been off a few days on account of the flu.

Brother Boaz was holding down the job for Henry.

It seems like everybody is busy these days changing battery. It looks like the storage battery is going to be a great improvement over the primary battery, although I know every Maintainer enjoyed making battery.

Well it is getting the time of year when all lightning arresters and ground wires should be in good shape, as it won't be long until the storms will be here, and we don't like to get out nights when there is a storm, and roll out the old motor car not knowing whether we will be back in time for breakfast or dinner. What about it Murry, have you forgotten about this time last year?

The writer had burglars visit his tool house the first of the month. They must have been tourists as I only lost a gasoline fire pot, thermos jug, leather jacket, and a few other things including soap. I only hope they make good use of them.

I wonder what has become of the signal gang. The last I heard of them they were in Chattanooga doing some work.

The signal employes have had good luck so far in the reduction of forces, as every one seems to be on the old job, and here is hoping that we remain.

Speak a good word for the railroads and knock the buses and trucks.

Yours until next month,
Joe.

In case "Joe" and other members of Local 67 are still looking for someone to whom they may pay their dues, the records at Grand Lodge headquarters show that Brother E. H. Harmon of 2225 Murphy Ave., Nashville, is the financial secretary of Local 67. The address of Vice President L. W. Givan is 637 South 36th St., Louisville.—The Editor.

Lodge 68, D. L. & W. R. R.

Here we are again to give you the dope and all the dirt that goes with it. The song is over but the melody lingers on. The Special Exam that came out sure had some of the boys hanging on the ropes groggy. It sure was and still is a joke. Sometimes I wonder if it is really worth while.

The Construction Gang has dwindled to three men and a boy and the bumping has started. That's bad. We are losing some very good men on this layoff and the coming five days a week don't look so healthy.

Our Chairman is looking at the world through Rose Colored Glasses. The chickens won't lay, the car won't run, the water bill, and on top of that he went into the bank the other day and ordered a Chocolate soda.

Some boys got reduced and some got checks.

Frank Forman got that lamp trimmers job on the G. R. S. Branch and he is moving into his new home out on Long Island in April. A row boat goes with each house out there. Good luck Frank, I'll be seeing you.

Local 68 has lost some very good members, and some who take all they can get with the rest paying their way.

I see Samuel Frost is now a wire skinner. Welcome Sam! We are in hopes of seeing you at a meeting in the near future. Good luck to you.

McDonald at Denville is back from his vacation and we would like to see him at our meeting in Dover.

Les Moore, the ex inspector is back at C. K. tower with the oil pot. Everything comes to him who waits. It has to come, we are sorry to say.

H. Hill doesn't know a thing. He fixed Montclair Tower to suit himself (the wiring I mean). Good luck Harvey. Keep away from that turntable.

P. Warner and Dick Woodburn are in the Maintenance force for a change. Well now that is something.

Axel Palmer is first chief oil can at W. D. now. He told the foreman when he was in the gang that he was doing five men's work. The foreman said, "Axel, tell me who the other four are and I'll fire them."

Crying towels are being ordered again at Hoboken Terminal Tower after a period of eighteen months. Stinemetz the Wizard is back again.

We have a couple of new linemen in the gang. J. Horan and T. Lyness. What a duet they make. They started to tack on 10 pin arms, upon the Boonton Branch. Joe could climb up, but couldn't get down and Tommy could climb down, but couldn't climb up. Now figure out how they got the arms on. (Brother Dunn came to the rescue.) Tommy says they should furnish ladders for that kind of work. They are not fooling Joe, he wears two safety belts. Tom says, "Joe don't grab hold of those big wires that's twenty-three hundred volts." Joe says, I only touch them lightly first." He can if they are not too hot, what a man. They both agree that when they go before St. Peter there won't be any questions asked. Peter will say, "You have had a Hell on earth and you will find your seats in the seventh row." But Lyness will give St. Peter an argument and will want to sit in the second row.

Now Brothers, we meet in Hoboken every second Tuesday of the month. The fourth Wednesday at Dover. Let's see and hear what you have to say.

From Popeye the Dancer.

Lodge 81, Illinois Central

A regular meeting of Local 81 will be held at Gilman, Saturday night, March 14. Some of our Grand Officers have promised to be on hand and a good time is expected. Let us hope the attendance will be good.

The following item appeared in a local paper recently:

"On Friday, February 13, Mr. and Mrs. Joy Goff and George Demaree of Farm-

er City will give a half hour program of old-time music, beginning at 10:30 a. m., broadcasting over the station WDZ at Tuscola. Two girls, pupils at the Rosencrans school, of which Mrs. Goff is teacher, Pauline Calhoun and Carol Lugibill, will also give some vocal selections during this time. All the friends in Farmer City will be interested in hearing this program."

Mr. Joy Goff is Signal Maintainer at Farmer City, Ill., and we are glad that he and Mrs. Goff and party had the privilege of broadcasting over station WDZ, at Tuscola, Ill.

The writer being at home at the time of the broadcast happened to tune in this station during the broadcast. Not knowing beforehand that they were going to render a program I was indeed surprised when I heard the announcer say, "Joy Goff and his orchestra." Our local is fortunate in having these talented people in our ranks and let us hope that we may hear them again soon.

How many of us are behind with our dues and have no reason for being behind other than we just put it off? There are some locals that are 100 per cent. Why can't we be like them?

Just at this time our organization should be at its best and every signalman should have his card up to date.

A regular meeting was held at Gilman on March 14th with General Chairman Cheeseman very much in evidence, answering all questions put to him from the different members. We did not have a large meeting, but it sure was a live one. Sorry more of you fellows did not come. After our business session we went to the New Green Lantern and partook of hamburger, oysters, cigars, etc., and had a regular get-together lunch.

The books were audited and found O. K. by W. R. Cheeseman, Bert Girard, and W. M. Fox.

Our Supervisor has often made the remark that you can't get something for nothing, and I want to state right here that some of his men are getting something for nothing, viz., not paying any dues, receiving overtime, seniority, letting his Brother Signalman, who is helping to keep our agreement, pay his grocery bill, house rent, car payments, etc. Herewith is a list of nons which can be seen by all, and will be known by all. Let's cut this list down by the time the next JOURNAL is published. The "nons" will be sent in every month: C. Followell, Edgewood, Ill.; W. Mayhood, Effingham, Ill.; A. R. Simpson, Tuscola, Ill.; F. Ragle, Gilman, Ill.; F. Claypoole, Mattoon, Ill.; Pat James, Kinmundy, Ill.; R. R. Louder, Belleflower, Ill.

CERT. 8162.

Lodge 83, New York Central

Well, here we are once more. One more chance to speak to our readers. What a wonderful opportunity our JOURNAL gives to its correspondents, and how much it should be appreciated.

Nice little meeting at Hotel Elkhart last night. All our meetings are nice ones. There seems to be such a fellowship and good spirit among the boys, that it's no wonder our meetings are interesting. Do we have discussions? Of course we do; but there is none of that knock down and drag out spirit shown. Remember one thing. Every man's opinion is worth consideration. Some men are very loathe to consider the other fellow's views. Some are too dyed in the wool and self centered to consider the other fellow.

I believe there is nothing that will work so advantageously toward the upbuilding and upholding of a union as to have its members know their ideas will be considered.

I have known some lodge members who formulated the idea in their minds that they were just about "it." That's the wrong idea. "Fools rush in where Angels fear to tread." How often have you had some quiet fellow, who was never known to say much, suddenly take the wind all out of your sails, with some low-voiced remark. Remember, "still water runs deep." Some fellows think before they speak; others just speak. They are rattling "Model Tees" and may get stuck in the first mud hole they come to, unless someone is on hand to designate a better way around.

What a wonderful thing it is to be dependent on each other. We all are so more or less. We can't dodge this truth. Cain long ago said to the Almighty, "Am I my brother's keeper?" He was simply trying to gain time, trying to get out of a bad mess, trying to formulate some way of escape from an awful crime. He was *marked* and *banished* from God's presence.

We are all brothers. The entire human race should be one vast brotherhood. It will be some glad day. When that day comes, human woe and misery will be banished like mist before the rising sun.

"Ignorance is bliss." How true that is. Bliss is not knowledge; and even knowledge may be wrong. Only proven facts are dependable. How many times in life we have thought we were surely right, that our ideas were correct, only to have all our theories exploded when someone came along who really knew?

Thus we are our brother's keeper. We are dependent upon each other. We are human, as it were, grains of sand in the shores of time. We don't amount to much at best. The swath we cut in life's field is very narrow. We wouldn't be missed if we passed from the scene. A thousand men, each better than we, could take our place and carry on better than ourselves.

Don't get the idea that you are the only can in the alley. Some one may pick you up and cast you into a rubbish heap where you'll be useless and forgotten.

You want to show up at our next meeting. Something out of the ordinary is doing, so come along.

Good night. Best to you and yours,

OLD POP CURTIS.

Lodge 90, Boston Terminal

As we meet only on call issued by the Chief Signalman, news is not bountiful. You all know that we received an eleventh hour indirect invitation to attend the lecture illustrating with motion pictures how iron pipe is made and showing a new method on how to bend pipe. Very interesting and educational, and there is no doubt that many of the boys would have taken advantage of the opportunity if we had known about it before.

March came in as a lamb, but has since been a lion with rain, snow, sleet and high tides. Brother Lonsdale had to keep the semaphore specs clear of snow. Cleaning signals is not as comfortable as the front seat of the "Old Howard" any Tuesday in the week.

Did any of you fellows buy any shoes or rubbers from the new shoe salesman? Understand that he carries a good line of merchandise.

Our foreman has been very busy of late, having all the switch and signal valves repaired. It won't be long NOW! When you see Joe working on valves he soon will point the Essex toward New Hampshire and do some real farming over the week end. See you again next month. . . .

"Labor ipse voluptas." 516A.

Lodge 91, C. I. & L. R. R.

Well, we had a wonderful meeting March 8th. The North End was there solid. Didn't think a little snow storm would keep you holed up. Morrell even ran off with the hall key. All of which leaves yours truly short of news. We had to use No. 73's caboose for a hall where we prayed for and discussed the nons.

Such members as were present seemed to think that a little advertising in this column would do more good than the multitude of letters that have been written the nons. Also remember there will be no grievance handled for any "Short Sport" who is letting the paid up members carry his load.

Ross Bough is moving to a 4 acre ranch the 9th of March. He has a 9 room house and uses this means to let you know he will hold open house at planting time. Everyone invited down on off days to help put in crops and eat chicken.

From the last report Tim Shick was on the sick list and Harry Mason was taken back to the hospital.

Jitney hasn't given up the farm idea. Said he could stock a chicken ranch along the right of way.

Buck Lovel is learning to be an undertaker. Says if you must die please come to Bedford so he can take care of you.

Isbel is still in radio repair.

The last work the gang did was three days first of Feb. and by the way there are but two nons on the gang. Si. Wilson has forgotten the lecture he gave our chief and myself on 13th St., regarding paid up members, or did the substance of the talk wear off with the headache? Henry is the other, so far behind the Secretary has no record other than your name.

Our high powered meeting left me so short of news of the road I'll have to write the rest of this on nons.

Geabes—short since last quarter in

1929. The cause of your excuses has been removed.

Stewart—too far behind for record.

Fischer—second quarter 1930. Quit before the cut.

Faust—second quarter 1930. No reason.

Cooper—first quarter 1930. Why not put the profit of one of your trades in a paid up card. Best trade you ever made.

Huntington—second quarter 1930. No news.

Jones—second quarter 1930. No excuse.

Leisure—second quarter 1930. What's the matter now? You are away from Gosport.

Lowe—first quarter 1930. No reason or excuse in the world for you.

Ochs—a five more would put you right Ben.

Stone—fourth quarter 1929. You can't lay this on the lay-off.

Quackenbush—You have made more than any of us and are farther behind.

One or two more, but they are getting lined up on the installment plan. They are making an effort and that can't be said for the rest of you.

Regular meeting second Sunday in each month.

9155.

Lodge 92, Southern Pacific and Western Pacific

In Memoriam

Whereas, it has pleased the Almighty God, to call our Worthy Brother, George Hull from the living to enter into the Kingdom of the everlasting, and

Whereas, Brother Hull in his association with his fellow man and with his established fellowship in the Brotherhood of Signalmen endeared himself to us by his willingness to bear his portion of the burdens of life, therefore be it

Resolved, that the officers and members of Oakland Lodge No. 92, Brotherhood Railroad Signalmen of America, extend to the family of Brother Hull our heartfelt sympathy in this hour of grief and be it further

Resolved, that a copy of these resolutions be spread upon the minutes of our lodge, a copy be presented to the family of our deceased brother, a copy be sent to our Grand Lodge for publication in the SIGNALMAN'S JOURNAL and that our charter be draped for a period of 30 days as a reminder of our loss.

Oakland Lodge No. 92, B. R. S. of A. officers and members wish to extend to Brother W. A. Dunsmoor and family their heartfelt sympathy on the passing of his beloved wife, on February 9th, 1931.

J. C. BRATTEN, Secretary.

Local 93, New York Central

Several months have passed with no word from 93 in the JOURNAL. So Hi! HO! everybody, please omit the grapefruit.

Don't forget brothers that we still meet every third Saturday of each month at the same old place, and don't wait for an invitation. You are always needed and welcome.

Our good brother William Bailey is back on the job after an absence of several months. Glad to see you around again Bill.

Our old standby, Brother Sowerby is back again. Says he is fit for a hundred years or more. Keep it up, Bill, we can use you.

We don't hear much from our good brothers at Palmyra and points east. Also Churchville and points west. Come on brothers try out the new or old car and drive down some meeting night. We will not keep you very late so don't be afraid of what the wife might say when you return.

Cheerio to all our friends and brothers on the Pennsylvania Division. Local 93 is sure proud of you. Don't forget that Brother Overdorf is your official collector. Keep him busy for he is big and strong and thrives on work. Our thanks and best regards to you Brother Overdorf.

Don't forget your secretary has your latest cards waiting for you to ante up.

A BEGINNER.

Lodge 100, L. A. & S. L.

Much has happened in the last month or so on the L. A. & S. L. in the way of force reductions and re-arrangement of Maintainer's territories, there having been five maintainers' positions abolished and one assistant maintainer, including the following districts: Stockton, Utah, Delta, Utah, Caliente and Las Vegas, Nevada, and Kelso, Calif., also the Assistant at Elgin, Nevada. At this writing the men involved have not definitely placed themselves so will have this information at the next writing.

Our Grand Lodge is making a national investigation of conditions and will take the necessary steps for legislation. We ask your cooperation in securing regulating measures by living up to the Rules and Instructions issued from time to time from the management and if you find it impossible to perform your work within the eight hours, put in the overtime and make request on the Supervisor for assistance. We do not ask nor expect anyone to let down on the job, but ask that you continue to give the best that is possible for it may be that the management will further investigate the signalmen's duties and make the necessary changes to relieve the situation.

Brother and Mrs. Tooth celebrated their 39th wedding anniversary, February 15th. Their union has been a happy one simply because Mr. Tooth realized that he could not get another woman and that he needed some one for care and protection. Brother Ringland and myself had birthdays in March. Bill's was St. Patrick's day and was 16 summers old. The rest of the time he lived in Idaho or some place where they did not have any summers and so lost track of the time.

Brother Uren and wife have a baby girl, thus increasing the population of Ivanpah.

Brother Phelps purchased a new Studebaker to get his son to work on time at the Hoover Dam.

Brother Kaufman decided he had too much lawn to take care of so has planted a cactus garden to sort of get used to the desert in case he is bumped.

Brother Cunningham and family are planning a big house warming soon after waiting so long in getting their house repaired and painted. Members of Gang 3 are barred.

Brother Kennedy has decided to run for mayor of Crucero if on one bumps him; also chief of police and dog catcher. Brother Gilmore is endeavoring to devise a sand proof canopy for the remote control at Kelso so he can stay in bed at night to get his beauty nap.

Your secretary appreciates the way all of you have attended to your dues as he has been relieved a lot of extra work. I have a few first quarter cards left and remember your second quarter dues are payable April 1st. Keep yourself in good standing and let your local stay prosperous. Only two non members on the Los Angeles Division.

Have you investigated the PROTECTIVE FUND.

ED. J. HUME.

Lodge 102, Pennsylvania Railroad

We are broadcasting again after a month of silence, but the news does not seem to be coming in so fast lately. We are having some good meetings, but the attendance is not as it should be. Why don't some of you fellows come around to meetings and get acquainted with the boys, as they are beginning to become strangers, those fellows who are working in New York and the boys on the lower end.

I can't write much about the last meeting as I was among the list of absentees on account of working overtime, but I understand our Grievance Committee is working hard on our grievances.

Some of our members have been on the sick list. Brothers Arthur Rodgers, Henry Pennell and William Kennedy, Jr., have been off for two or three weeks, but I am glad to say they are all back to work again.

Brother Jimmy Van Sant came in all smiles the other day, and no wonder for Jimmy Jr., had arrived. Congratulations, old top.

I think Brother Martin Bennet would like some suggestions on how to empty oil barrels. He was emptying an oil barrel the other day and had the misfortune of taking a good bath in the oil. Feeling very uncomfortable Martin decided to take a bath in gasoline. This done he walked into the tower at Princeton Junction thinking that no one knew anything about it, but alas that great detective Brother Mac Anderson detected the odor and put Martin through the first, second and third degree until he confessed after which he was quickly ejected from the tower as a fire hazard.

Brother Jack Hayter came in the other Monday morning and gave the boys in New York a thrill. Everyone was won-

dering why Jack was walking around with his hands in his pockets until some one finally spied his finger nails and lo and behold they were dyed red and all polished up. Let us know where you go week ends, Jack.

We hear some good reports about Local 25 of Newark, N. J. They have a fine bunch of officers and have some fine times, but why keep it to yourselves boys? Get broadcasting and tell the world about it.

I have been advised by the membership committee that they are going to publish a list of non members in the next issue of the SIGNALMAN'S JOURNAL so get busy some of you delinquents if you don't want your name under the list of nons.

J. E. M.

Lodge 104, Southern Pacific

Work in this vicinity still seems to be in patches. The San Joaquin Division has no men at all on repair or construction while the Los Angeles Division has re-employed all the men who were laid off and has borrowed four men from the San Joaquin Div. The Dayton Ave. Tower, Alameda Street traffic signals, new rail and pole line repairs are the means of keeping us employed.

Brother Raynes, our former General Chairman, was in attendance at our March 7 meeting and was very helpful with his advice and suggestions, "Tenny" just can't keep out of the harness and with the practice he has had in the various phases of the work he is a wonderful asset to Local 104.

Brothers Brooks and Brenizer have their gangs tearing full tilt into the new tower job at Dayton Ave., Los Angeles; Leaders Stephens and Miller being head pushers and Supervisor Dower is spending quite a lot of his time directly on the job seeing to it that the wheels go round.

At this writing, March 10, the Secretary still has on hand entirely too many first quarter cards and in fact a few for the fourth quarter of 1930 and the worst feature of it is that they almost all are for men who were not affected by the depression, but who have worked steadily through it all. We know that in most cases it is just a bit of carelessness and the Secretary can understand it, as just that, but he has an awful time to make that clear to Brother Austin when he wants to know how many cards are left on hand. Of course the Secretary can't come to call on each one personally and solicit dues, but he sure can write a mean dun, although he don't like to, so why make him do so.

Feb. 20 was warm and clear, so warm in fact that Brothers Jenkins and Luelling took off their outer shirts and undertook to bury some trunking clad in their underthings only, to discover when the job was done that their shirts were missing. Both helped out in the buyers drive by purchasing new ones later.

CERTIFICATE 10462.

Lodge 111, Oregon Short Line

We are glad to know that Brother John McCafferty is able to leave the hospital in Salt Lake after being confined there for several weeks with rheumatism.

Mrs. Gruse, wife of Brother John Gruse of King Hill has been undergoing treatment at a Boise hospital, and we understand she is making good progress toward recovery.

Brother Emmons of McCammon, who has been off for the past few months, expects to return to work shortly.

The maintainers jobs at Moxa, Wyoming; Weiser, Idaho; and Pocatello, were discontinued. A maintainers section was established at Wapi, Idaho. Brother Christensen of Pocatello bumped Orville Baker at American Falls; Baker bumped Brother Whitaker at Blackfoot. Whitaker not located when this was written. Brother Fitzpatrick of Weiser bumped Brother Leo Johnson at Boise; Brother Johnson bumped Brother Girany at Kuna; Brother Girany bumped Brother Bates at Nampa; Brother Bates bumped Brother Clements at Kimama. Clements had not placed himself when this was written. Brother Williams of Moxa bid in the new job at Wapi.

We have a bad delinquent at Shelley, Idaho. This man has been reinstated once, then proceeded to go delinquent again. Understand he is anxious to reinstate if it can be done at a reduced rate. However, no excursion rates in effect at this time.

J. E. HANCHETT.

Lodge 112, Pennsylvania Railroad

Our Local has re-leased the hall in the old location for another year and will be meeting in the old location until April 30, 1932, so you old faithful due payers that don't show up at our meetings try and get around at least one time before our new lease runs out. Many times will look better.

We had a very interesting meeting on Feb. 28. H. R. McFarland, Chairman of the Wheeling Division and H. C. Coats, Committeeman of the same division were up to the meeting. These two Brothers live in Wheeling, W. Va., and can find time at least once a month to get to meetings.

I was thinking how nice it would be if those new members from up around Oil City would take a night off and come down to local and see us. There are some up there that I have never met. We certainly would be glad to meet you.

When our last JOURNAL notes went in I had not heard that our Committeeman, E. R. Hinderlighter had met with an accident that broke his leg. He slipped on the ice while on his way home from work. We certainly were sorry to hear this report and we certainly wish him a speedy recovery, and I certainly would have paid him a visit as Chief of our local had it not been so far from Pittsburgh.

The Pan Handle Division boys have been attending meetings good, but they could make an improvement. We are not going to complain though as they get around quite often.

This is all this time and so long until our next JOURNAL. Don't forget: *Safety first and always.*

DICKIE.

Lodge 117, Erie Railroad

Hello Brothers:

Here I am back on the job again and I am trying real hard to give you all the latest news. The latest is a month old. I don't get around very much so I don't get all the news. You could help out by giving me something to write about.

At the meeting in Meadville on March 1, there were seven members present. Not even enough to hold a meeting. We sure are glad that seven out of eighty-five could put themselves out to come to a union meeting once in a month. Some of you sure take a big interest in meetings to turn out so big. There is only one meeting a month and if nobody wants to come and find out what it is all about there is no use as I can see to spend our money having these meetings at all. Wake up Brothers and get wise to yourself. These meetings are for you and you should attend as often as you can. There has not been over two or three officers at the meetings since they were elected. Darn poor showing I think.

When train No. 8 went by Stony Point the day of the meeting there were members there that should have been to the meeting.

Pat Brady has a lot of cards for last year and a whole lot of them for this year that he wants to get rid of if he can. Have any of you any idea how this can be done? Come on now fellows and let's get down to brass tacks and get our dues paid up, and if possible let's go to the meetings. Our local needs money badly and if we don't all help we won't be in a position to handle any trouble if we have it. It is not being square with yourself or with your brother members. What do you think about it yourself?

Mr. A. Canning has been off sick but is now back on the job. We are glad you are feeling better and able to be with us again.

J. Manders told me he was going to be reinstated in our local. More power to you Jack.

We were glad to see Charley Rea and J. Adsit at the meeting in Meadville. Also Doc Skinner and Walter Yethman. All good members and all paid up. What's the matter with the rest of you Meadville Division men?

Well Brothers, again I have to close and I hope to see you all soon. Let's get those cards from Pat Brady as soon as possible and maybe we can get him to give us another feed.

Let's be for the union and our local more than ever. Now and forever 117.

Yours till Niagara Falls,

DING.

Lodge 130, C. & N. W.

Regular meeting of the Lodge was held March 12 and when I say "regular meeting" it sure was. We were honored by the presence of our President Brother Helt, Vice Presidents, Brothers Martin, Givan and Smith, and also General Chairman

Quinn of the S. P. and our regular attendant, Brother A. E. Lyon, Assistant to Grand President. We enjoyed their talks immensely and were well pleased with their many complimentary remarks about the local's progress. The Local hopes they will visit us again in the near future.

Well fellows, how did you like the snow storm we had? It was not so "hot" for the boys that didn't have the gas burners on their plants. I've heard there's nothing like them and it certainly will be great when all the plants have them installed.

Shifting time is around again and I suppose when you'll be reading this JOURNAL every assistant will be getting used to his new plant. Six months does seem so short when the time comes to leave.

As requested by the Local here is a list of the "nons."

Terminal

Albert Victorine, Lake St. 2nd.
Victor Ligman, Lake St. 3rd.
Ed. Verheecke, Mayfair 2nd.
Clifford B. Gray, Melrose Park.
Robt. E. Kelly, Kelly's Gang.
Harold F. Frey, Ziehlke's Gang.

Ineligible

Harold Anderson, Lake St. 1st.
C. McDonald, Deering 3rd.

Galena Division

Chas. J. Straughn, Sterling.
Ray E. Salmon, Nelson.
R. Wheeland, West Chicago.
Chas. Carlson, Wheaton.

LES KADUNZ, Rec. Secretary.

Lodge 132, St. Louis Terminal

Well Brothers, I have not much news to write this time except that I always thought that the covered wagon traveled west but I see Brother Geen Koss was driving it on the east side of the river.

I guess it is like all good things, it has to go east to happiness.

I understand the reason that it left the West Side is that Brother Harry Glenn got a brand new Whippet coach. Also heard Brother Harry Stephens got himself one to look like a fire sale. We wish the brothers good luck with their new cars. Brother Glenn sure looks good behind the glass curtains.

We are pleased to learn that Brother Paul Walker has returned to work after a spell of sickness.

We had a good attendance at our last meeting. I hope more brothers will come out to our next meeting, April 15th.

W. O. M.

In Memoriam

Whereas, It has pleased Almighty God in His mercy to call unto Himself our brother, William Pauly;

Whereas, our brother by his genial disposition and good fellowship has earned and enjoyed the esteem and respect of all who came in contact with; therefore, be it

Resolved, That this Lodge 132, B. R. S. of A., extend its heartfelt condolences to the family of Brother William Pauly in this, their hour of bereavement and sorrow, and be it further

Resolved, That a copy of these resolutions be spread on the minutes of Local 132, B. R. S. of A., and that a copy be sent to the bereaved family, also that a copy be sent to the SIGNALMAN'S JOURNAL for publication, and be it further

Resolved, That our charter be draped for 30 days in mourning for Brother William Pauly.

COMMITTEE.

Lodge 137, Louisville & Nashville

I don't think I've seen a write-up from the L. & N. locals twice since I've been a member of the B. R. S. of A., so here goes for a few lines.

The boys are keeping pretty well lined up on our divisions; only two nons on the N. O. & M., and a like number on the M. & M., while the S. & N. A. is lined up solid, so I am told by the local chairman of that division. Boys, let's get behind the N. O. & M. and M. & M. and make them solid.

Several of the boys have been let out since construction work has ceased, and only a few have asked for withdrawal cards, and all who have asked for these cards have been given them except one man. He is a member of Local 137, going into construction work on the St. Louis division and affiliating with the Evansville local, and came back on the N. O. & M. and asked for a withdrawal card. Our division local officers didn't have any record of him, so they couldn't do anything further about it.

Brother Scharr of Ocean Springs, Miss., was away for about 15 days and Brother Walker of Mobile, Ala., returned, Brother Estridge, an extra man, relieving Mr. Walker's job.

Brothers Parker, Ming, Scharr and Estridge, all extra men, have been putting a few crossing signals, and doing some repair work on the G. M. & N. crossing, Mobile, and the N. O. & N. E. and terminal crossings, New Orleans.

Brother Williamson's Assistant Gentilly was relieving Brother Price for a week or so.

It's really too bad that the S. & N. A. didn't get the maintenance of the big interlocking plant being built at the crossing of the Southern Railway, B. & A. Railway, and L. & N. Railway. We understand there will be about four men employed in the maintenance of this plant, and it would have helped take care of the extra men on that division at least.

I would like to see some write-ups from the other divisions and locals of the L. & N. and maybe this way we can keep the

Show Your Colors

By Wearing a B. R. S. of A. Watch Charm or Ring

Ten Dollars buys either of these beautiful emblems

Both are of solid gold and of the finest quality and workmanship. They would cost much more if bought in the open market.

The watch charm has genuine stones of appropriate color in the roundels of the signal.

In ordering rings be sure to show the exact size desired. If size is not known, send a strip of paper cut to measurement of your finger. Remit with your order.

T. A. AUSTIN
Grand Secretary Treasurer
3555 Lawrence Ave. Chicago, Ill.

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old organizing spirit working to make us 100 per cent.

We met in Flomaton, Ala., March 15th, with Brother D. L. Pope, Chief Signalman, presiding. Brother H. S. Walker, Chaplain, and L. B. Hale, Secretary and Treasurer, present.

The M. & M. Division was represented with a goodly number of the brothers and only two brothers each from the S. & N. A. and N. O. & M. Divisions.

The general routine of business coming up before the meeting, the foremost of all was "how are we going to handle the nons," with which it seems all three divisions are stacked up pretty well.

It seems that most places on the divisions one man is holding a card in one hand and a "non" in the other.

General Chairman Hyatt has made the rounds over the divisions several times of late and used all the moral persuasion possible to line them up. At times it looks as if he wasn't going to leave very many running loose, but when the Secretary checks over his books the situation looks deplorable. There should be some way to remedy the situation, but it seems that we can't arrive at any solution of the matter whatever.

A letter concerning the General Chairman's organization meeting in Cincinnati last month came up before the meeting, and while the writer doesn't understand a great deal about the purpose of the meeting, will not try to criticize its efforts, intentions or purposes, but will wait until I know more about it.

There were several grievances handled by General Chairman Hyatt very creditably the last few weeks, and should go a long way in showing our wayward brethren where they may profit by getting a paid-up card and keeping it paid up.

Signal Maintainer Williams and his helper, Ray McNiel, have been laying 100-lb. rail replacing 90-lb. rail. Maintainer Johnson and his assistant, Hicks, are now engaged in the rail-laying game, exchanging the old 90-lb. for 100-lb.

Train Stop Maintainer Bragg has finished hooking the lights up on AC, cutting out the primary battery altogether except at staggard locations where he can't do away with the old primary battery.

New work on the N. O. & M. is nil at this writing and no one is laying off, so the extra men are not doing anything. Brother H. Ming got tired of it and went to New Orleans and got a job with the city.

Brother Bob Estridge, an extra man, has been sick for several days, but he is reported improving at this writing.

CERT. 1351C.

Lodge 141, Texas and Pacific

Regular meeting of Local 141 was held at Ft. Worth, Sunday, March 15th, with the continued light attendance. We hope as the weather gets warmer that it will inspire the members with the idea of rambling and will possibly induce some of them to attend our next meeting.

The entire local extends to Brother C. C. Whitehead their deepest sympathy for the loss of his wife which occurred very suddenly, March the 12th. We were expecting to have full details of the activities on the Louisiana Division, to have been reported by Brother Ross, but for some unknown reason we have not heard from him only to suppose that he has broken his pencil.

Brother B. C. Brown of Edgard, La., and Brother H. N. Stroud, of Pecos, Texas, are among the new members to be back in line, which we all welcome them gladly. Trust some of the others who are in arrears will follow suit.

We now have a gang at Longview, due to the oil boom, making changes in pole line for the purpose of constructing new track, which is helping out the labor situation in our department.

We are anticipating another general inspection in the very near future and it is hoped that this will not mean an extension of territories as has been on the past two inspections.

We now have on the system only three maintainers who are not affiliated with our local, and we wonder just why that these men cannot be brought to light. You brothers know who they are and should use every effort to induce them to become one of us. We also have a few who are about to go delinquent and it is hoped that we may be able to save them before it is too late.

As your Secretary-Treasurer I would kindly ask the support of every member in obtaining the membership of every signal department employee eligible to belong to our local. It would only take a few minutes of your time to remind your brother that he is sharing in the benefits and urge upon him the necessity of falling in line and assisting in carrying the load, since no one fully appreciates a slacker, and any one who will slack with the local obligations, will be slack with his other duties, and for a little effort on the part of each member it should be possible to obtain 100 per cent membership without creating any additional expense. WON'T YOU HELP?

We have had a number of brothers leave the service without asking for withdrawal cards or giving any future address and we are at a loss to know how to reach them. Anyone knowing of the whereabouts of any of these members should prevail upon them to request for withdrawal cards.

The officers of our local are not very attentive to their offices, since we have only two officers who have attended lodge since their election, and it is our wish that we may at least have the trustees with us at our next meeting for a quarterly audit. This is necessary to comply with by-laws of Grand Lodge.

SANDY.

Lodge 156, Santa Fe

Brothers, all I know is just what I hear from each of you. So far this month I've heard from two of you.

Brother Ben Starr is living on soup, so I'm told by one brother, account of having his teeth withdrawn from further active service.

Brothers Finhock, Leslie and Clark have had quite a job working on the junction cable pole at Kein Junction.

Had a letter from Brother Starr today and he told me that Brother Bill Bussell had been hurt and was in the Santa Fe Hospital at Los Angeles. Hope he wasn't hurt seriously and that he will soon be able to be back on the job.

Brothers, I came very near having doubling up of the heart beats when I read the write-up from Local 19 and saw that my old Knights of Corruption friend, Pope Walck, was back in the game. I thought he had died, but I guess he was too tough. I'll bet he gives the "nons" and delinquents plenty when he gets within hearing distance of them, for he sure can talk when he gets wound up. Go to it, Pope, for I know all of the Santa Fe brothers are for you 100 per cent and believe that you will do good for our Brotherhood and for the company you are working for.

Well, I couldn't find any short story of any interest in Volume 1, No. 3, of the JOURNAL, as it was filled almost entirely with proceedings with the U. S. Railroad Administration, as our officers were having quite a fight those days.

Remember, brothers, if you like my lines help me out, and if you don't like them tell me and I'll stop it. What say?

ROY TEFFT, 2081.

Lodge 161, Santa Fe

Brother Daffer bid in the new job at Lubbock, Texas. Brother Gordon bid in the Pampa West job and Brother L. B. McCune was the successful bidder for the Hereford, Texas, job.

Our March meeting was held at Clorin, New Mexico. Ten maintainers were present and we had a very good meeting. Brother Charles Gunn was reinstated, also Brother Steele, and he paid his dues for one year. Some of the other maintainers and gang men could do the same thing.

Please remember your dues must be paid in order for your local to pay your assessments in the protective fund. Some of you have been sending in five dollars and others just four dollars for a quarter's dues. Just send four dollars and fifty cents as it causes extra work to keep the books straight.

Brother Bill Russell is very proud of his new daughter.

Second quarter cards are now on hand. Please secure these as soon as possible.

We are very proud of our new local on the Coast Lines, but we hate to lose some of our members who are working in that vicinity. Just so you fellows stay in the organization everything is all right.

If the members on the Northern District tire of reading the news items, which consist mostly of Southern District news, just take time out long enough to send in some news from your country.

Fraternally yours,

C. H. ENOCH.

Lodge 168, Michigan Central

Well, brothers, here we are again with a few notes from No. 168. That attack of appendicitis must have crippled Brother Delembos' right hand, for he has not sent in any notes from down the line for some time. Get busy, John, and help me out or if any of the brothers have something they would like to get in the JOURNAL just send it to me, for every little bit helps.

Brother Anderson, executive member of the Grievance Committee, made a business trip to Buffalo, recently.

We expect things to buzz on the West end next month with Brother Porsoska and his gang at Tolleston, Brother Schmidts' gang at Hammond and Brother Fogle and his gang at Kensington installing color light interlocking signals.

If our four "nons" do not get laid off, March 31st, they have promised to come into the fold at our April meeting. We will then be 100 per cent.

Either the Signal show or the March blizzard arrived at the wrong time, so most of the boys were on the job clearing away the snow instead of attending the show this year. We have no complaint to make for we have had an exceptionally mild winter.

Remember, brothers, our meetings are held the first Thursday night of the month at the Odd Fellows' Hall. Our attendance has been fairly good but should be a lot better.

CORRESPONDENT.

Thanks

I write this verse to let you know
How thankful I can be,
For all the fine things you have done
To an ailing lad like me.

When a broken leg quite laid me low
When I could work no more,
You helped me with donations kind
And brought them to my door.

I don't know how to thank enough,
I can only keep in mind
A record of you boys that's sweet,
Your actions were so kind.

So here's to you and yours again,
Kind comrades, one and all,
And when I see some one in pain,
I'll answer when they call.

ERIE G. MEYERS, Local 168.

Lodge 171, New York Subways

Easter will have gone when this reaches the brothers, but I hope that every one of you had a good time over the holiday.

Well, boys, the wheels of progress are at last making an impression. No doubt you read the report of the Comptroller's decision in the evening papers which assures us that the electrical workers will not do work which is ours as Signalmen.

Now for that working agreement. Boys, that is the big issue. Brother Cone is working on it, so let's stand by him with all we can give him by bringing in new members and being level-headed. Rome was not built in a day.

At our next meeting we will have new developments reported anyway as Brother Cone will have a report to make of his progress.

Welcome to our circle, you new brothers who were taken in at our last meeting. Let's see you there often as we like to hear what you have to say.

About our subway: The section we are on at present is nearing completion and I guess we are all anxious to see a new job in view. So far there is nothing definite but lots of rumors.

By the way, if any brothers have any news of interest please send it to the recording secretary, whose address you have.

Don't forget that our financial secretary has a lot of work to do so make it easier for him by paying your dues on time.

That's enough for this time.

J. M. KENNEDY, R. S.

Lodge 172, Santa Fe

The next meeting of Navajo Local 172 will be held at Kingman, Arizona, on April 12. Ten members were present at the meeting held March 15 in Gallup, New Mexico.

Brother Brashear was unanimously elected to fill the vacancy in the grievance committee.

Brother Hildebrand is going to arrange a joint meeting with 161 to be held in Albuquerque, May 17.

Brother Harms is now maintaining at Houch, Brother Crista at Laguna, Brother Hildebrand at Dalies, and Brother Roberts at Gallup. This straightens up all the bids. 17202.

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Lamp Brushes

To our friends, the men who maintain lamps on America's railroads, we will be glad to send two of these handy lamp brushes free.

These Fortnite brushes are especially to make the job of cleaning and lighting lamps easy. There are no strings attached to this free offer . . . just send your name and address to the Fortnite Department.

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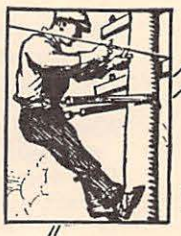

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National splicing sleeves, easily installed, with great tensile strength makes durable, uniform joints all along the line . . . .

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A Page of Poems

Conducted by "Pop" Curtis

Brotherhood members and their families are invited to contribute verses on any subject of general interest. Verses must be original and signed with the author's name. If requested, names will be omitted when verses are published. "Pop" will be glad to compose verses for you on any subject if you will send him complete data. Send all contributions direct to F. S. Curtis, 600 E. Indiana Ave., Elkhart, Indiana.

A Trip Up the Pumpkin Vine

Two streaks of rust and a right of way
Run through the country wide.
The tall weeds grew over and through
The way from side to side.

The telegraph line was a stumbling vine,
Its wires were a rusty brown.
The sideway fence, a thing immense,
With its posts half fallen down.

It was a freak, this rusty streak,
The joints were in and out.
The centers high, like a sty on your eye,
And rough like a porker's snout.

The ties were punk, a lot of junk.
The rails were rusty and red.
Our motor car, with bump and jar,
Could scarcely go ahead.

The farmyard gates, where the milkmaid waits,
Were down with their hinges broke.
We passed her by with a sparkling eye.
She, surely, was not a joke.

The choo choo came, limping, lame,
With bulging and leaky seams.
The engineer was a sight to cheer,
With a patch on the seat of his jeans.

The fireman's bill, over the window sill,
Was red with the scorching heat.
With his arms unfurled, he was dead to the world
Up there on the engine seat.

The brakeman limped, his form was skimped,
He walked with a shambling gait.
His mouth askew as he looked at you.
No wonder the train was late.

The con was fat, wore a wide-rimmed hat hat
As wide as he was high.
He couldn't run, the son of a gun,
So he waddled as he passed by.

The section crew was something new,
As they pumped the car away.
Their feet were bare and their flowing hair
Wasn't cut since Christmas Day.

So on and through, I tell to you,
We passed with hearts afail.
We'd say "O My!" with a startled cry,
"Thank God we're yet on the rail."

The cobwebs stretched from pole to pole
Across that rusty streak.
In that awful hole. Why bless your soul,
There's only one train a week.

—F. S. Curtis.

Some of Us

The night was dark and stormy
The clouds hung overhead,
And the signalman was thinking
'Bout a little trip to bed;
When there came a merry jingle
From the phone upon the wall.
"Keep your shoes upon you, Scoopy,
For I'm ringing you a call."

"Scoopy" answers with a shiver,
It's enough to make him swear,
For this phone has been a-ringing
Enough calls to make his share.
The engine men reported
In about the same old way,
A signal set at danger
Had caused a bad delay.

He called his signal helper,
Kissed his wife and kids goodbye,
When he started for the tool house,
He heaved a little sigh.
When the motor car was ready,
They put it on the track
And hoped it would keep running
Till it brought them safely back.

When they reached the signal
It was surely showing red,
The track relay was open
And the blamed "HR" was dead.
When they took the meter
And tested on the track,
They found the circuit open;
There was nothing coming back.

They walked along between the rails,
Kept looking for the break,
Ever now and then a testing,
Which a signalman will make.
At last they reached the trouble,
'Twas a badly broken rail,
They had to put a flag out,
And they slowed down the mail.

They called the section foreman
To come and change it out.
He hustled to the changing,
For he was a good old scout.
When the job was finished
And the track OK again,
They motored to the tool house
And they prayed it wouldn't rain.

It's a mighty cheerful feeling
When your homestead comes in sight,
And you hope the merry tinkle
Of that phone is still tonight.
There's one thing you'll be doing
'Fore you neath the covers lie;
You'll be prowling through the pantry
For an extra piece of pie.

—Scoop.

Sweethearts

She gave me her heart
In days gone by.
She gave me children
by and by.
She's been giving and giving
Each day of her life.
Philanthropist? No!
Just a mother and wife.

—J. M. Pattee.

The Battlements of God

This little poem was written after receiving a beautiful painting of the pink and amber-tinted mountains surrounding the desert city of Tucson, Arizona, by Mabel Reed Wilson:

Ye battlements, that rear your hoary heads,
Close, close to where the angels trod,
Ye mountain peaks that loom in majesty,
Ye battlements of God.
Aye, who can fear the foe
When thou art nigh?
Why fear though death art near?
For far beyond is God on high.
Beyond the battlement of God.
Ah, glorious battlements of God,
Lift mine eyes to thee,
And see beyond thy tinted peaks
That face I long to see.
And oh, the light, the radiant glow,
That gleams from heaven's throne,
Lights every tinted mountain peak
And beckons me "Come home."
And I shall go when this poor clod
Of clay lies resting neath the sod.
For the spirit soars to realms of day
Beyond the battlements of God.

—Mabel Reed Wilson.

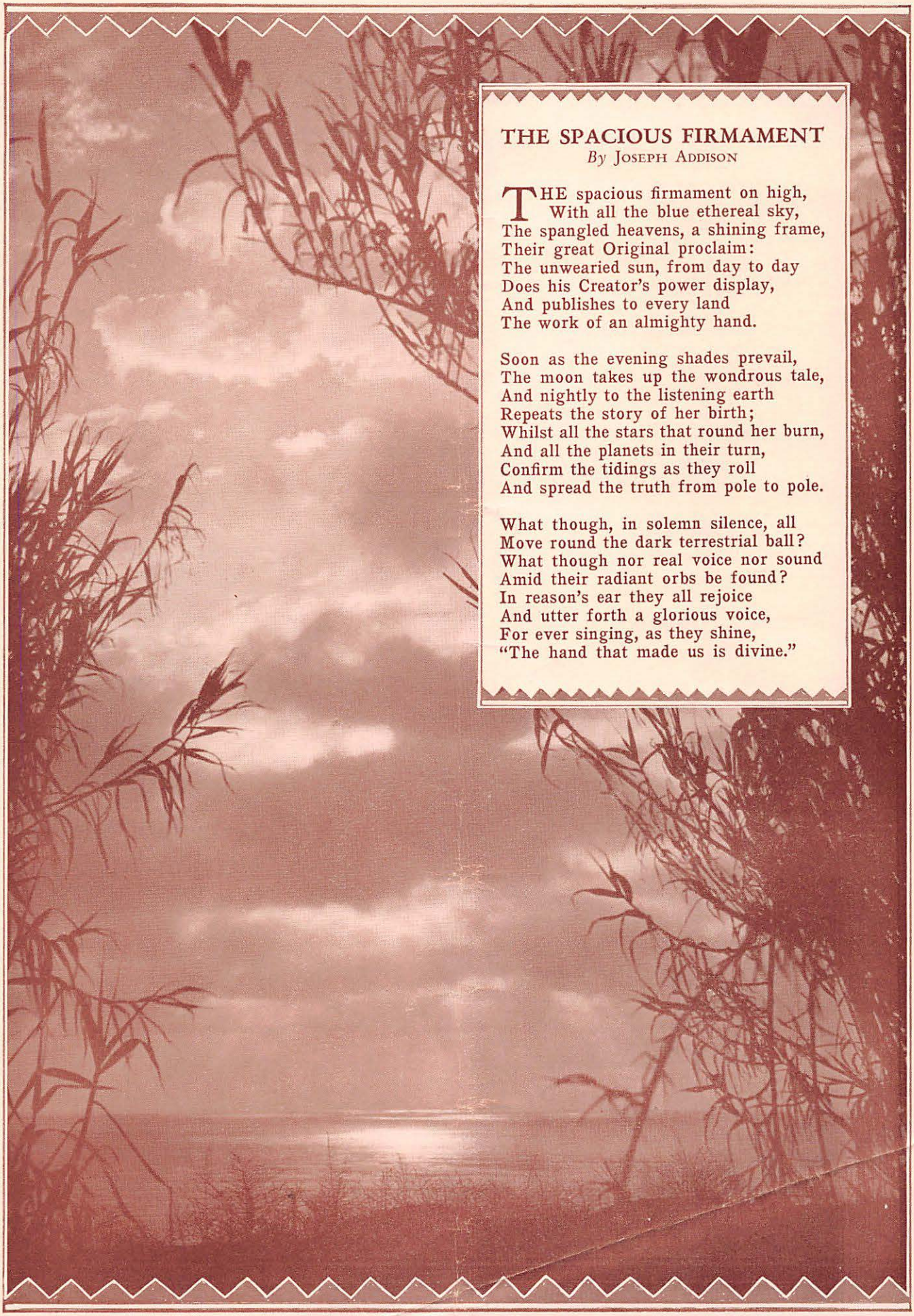
When we are standing all alone
And life creeps on apace,
I'll know your love is still my own,
By the lightness in your face.

When we have tasted all in all,
What more could living give,
But harken to our love's sweet call
And give it while we live?

May be life's dreams will be in vain
And we shall never see
Or know the joy or feel the pain,
Of those dreams by you and me.

But we can hope and look ahead
And plan for future store,
Until our final lines are read,
What could we ask for more?

—Eleanor M. Curtis.



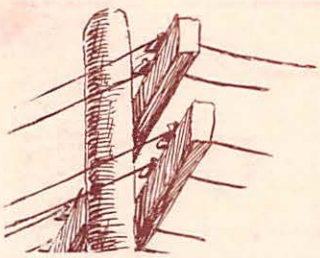
THE SPACIOUS FIRMAMENT

By JOSEPH ADDISON

THE spacious firmament on high,
With all the blue ethereal sky,
The spangled heavens, a shining frame,
Their great Original proclaim:
The unwearied sun, from day to day
Does his Creator's power display,
And publishes to every land
The work of an almighty hand.

Soon as the evening shades prevail,
The moon takes up the wondrous tale,
And nightly to the listening earth
Repeats the story of her birth;
Whilst all the stars that round her burn,
And all the planets in their turn,
Confirm the tidings as they roll
And spread the truth from pole to pole.

What though, in solemn silence, all
Move round the dark terrestrial ball?
What though nor real voice nor sound
Amid their radiant orbs be found?
In reason's ear they all rejoice
And utter forth a glorious voice,
For ever singing, as they shine,
"The hand that made us is divine."



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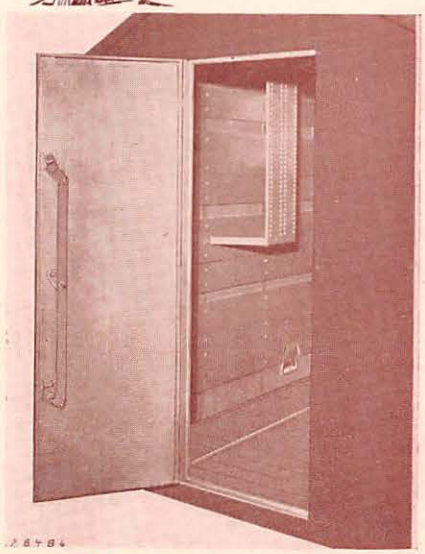

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They can be shipped, fully equipped or without instruments, in specified sizes to meet every requirement. May we mail you complete details?

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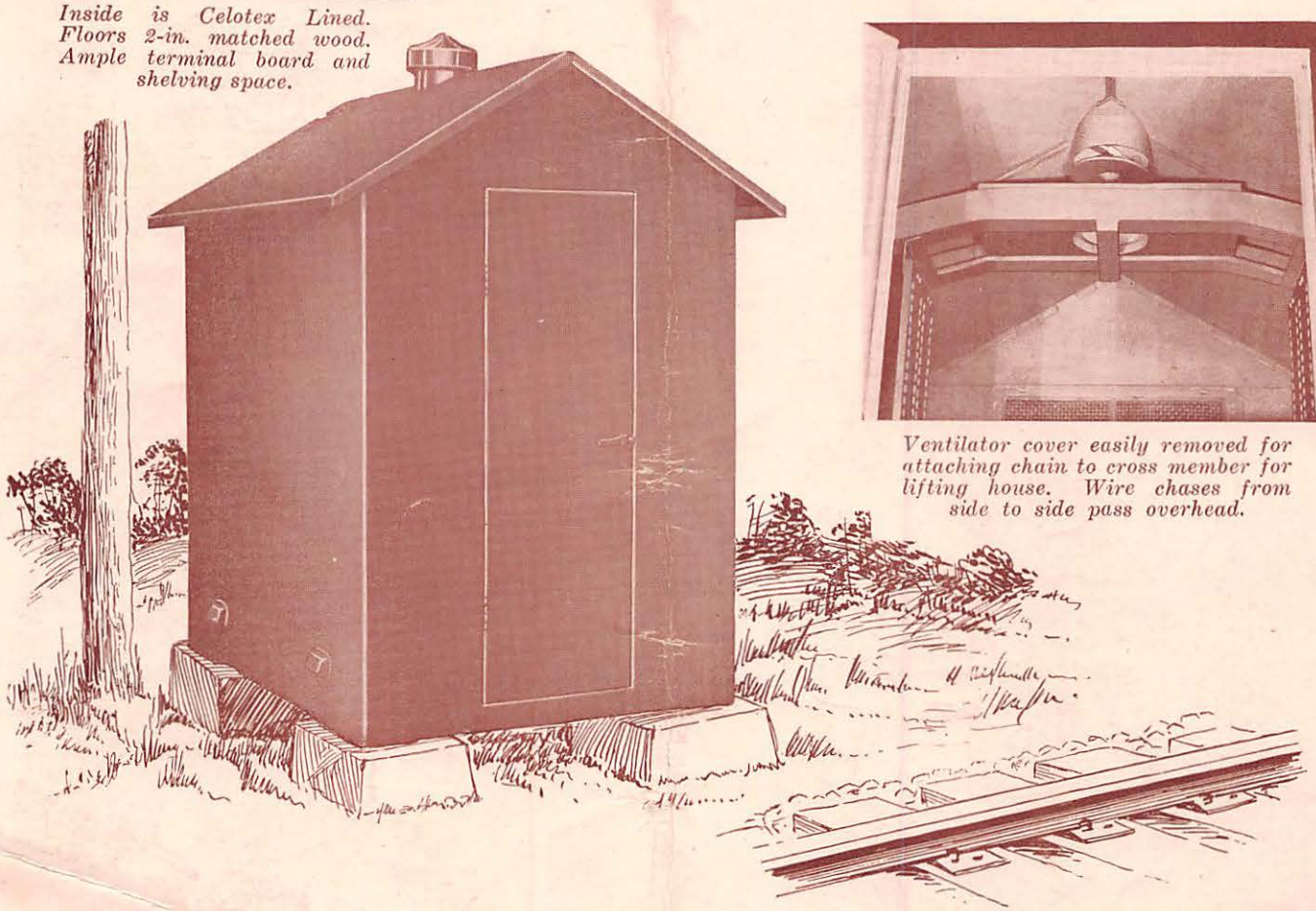

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